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# Navy News

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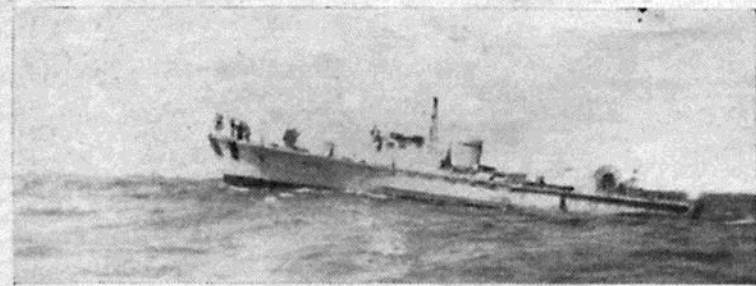
No. 8 JANUARY 1955

The Official Newspaper of the Portsmouth Command

Price Threepence

## STORM IN THE BAY

### H.M.S. WARDEN Episode while Towing in the Bay of Biscay



THESE ORIGINAL photographs were taken during a recent tow by H.M.S. Warden.

Whilst towing two M.S.M.Ls. from Portsmouth to Malta, Warden met heavy weather in the Bay of Biscay and a towing bridge parted.

The motor-boat was lowered but it received severe damage and became waterlogged. Despite the bad conditions, the tow was soon reconnected and Warden was able to proceed at slow speed until the weather moder-

ated. During their enforced stay aboard the M.L., the party had been without food and water.

Two days later the bridge again parted and a further boarding was made by Carley raft. After this, H.M.S. Warden proceeded to Gibraltar to enable repairs to be carried out on the tow before proceeding to Malta.

The remainder of the passage and the return to Portsmouth with two more M.Ls. took place in calmer weather and without further incident.

### DESCRIPTION OF SHIP

As this is our first contribution to NAVY NEWS, a brief description of the class of ship should not go amiss.

H.M.S. Warden was first commissioned in November, 1945; gross tonnage, 1,136; length, 185 ft.; beam, 40 ft.; draft, 18 ft.; engine by twin Polar Atlas diesels developing 4,000 h.p.; maximum speed, 16 knots. Endurance at full speed is 31 days, or 57 days at 12 knots.

Her equipment consists of a large self-rendering electrical towing winch, and all the associated ocean towing equipment, as well as a plentiful supply of fire-fighting, salvage and rescue equipment.

Her crew consists of four officers and

40 ratings, the majority of whom are accommodated in single-berth or double-berth cabins.

During the period of nine months between November, 1953, and August, 1954, H.M.S. Warden completed a towing programme of destroyers, frigates, lifting craft, pontoons and M.Ls., covering a total distance of 23,481 miles, which took her, apart from home coastal towing, to such ports as Nassau, Simonstown, Dakar, Gibraltar and Malta.

1955

A recently added attraction to the wardroom is the aquarium, with its brightly coloured guppies, Black Molliés, underwater plants, etc., not

forgetting the diver, all of which have been acquired during our present refit. Now that all the discomforts associated with a refit are beginning to disappear, and we are once again becoming a little ship-shape, thoughts turn to whether adequate arrangements have been made for a fish tank in rough weather, when we commence another towing programme early in the New Year.

Although we have up to the present not been very successful in the sporting world, it has always been possible to turn out a football or cricket or water-polo team, etc., when required—and, who knows, with perseverance, we may find a football team we can beat. . . .

### Drafting Forecast

#### COMMISSIONING PROGRAMME FOR THE NEXT SIX MONTHS

FOR GENERAL SERVICE (all ships commissioning at Portsmouth).

January 4: H.M.S. Magpie (Home Fleet/South Atlantic).

January 26: H.M.S. Sheffield (Mediterranean/Home Fleet).

February: H.M.S. Loch Killisport (East Indies/Home Fleet).

March: H.M.S. Morecambe Bay (Home Fleet/America and West Indies).

April: H.M.S. Scorpion (Mediterranean/Home Fleet); H.M.S. Wrangler (Mediterranean/Home Fleet); H.M.S. Wakeful (Mediterranean/Home Fleet).

June: H.M.S. Bigbury Bay (Home Fleet/America and West Indies).

FOR FOREIGN SERVICE

January 15: H.M.S. Concord (Far East). Commissioning at Singapore.

February 23: H.M.S. Newfoundland (Far East). Commissioning at Portsmouth.

July: H.M.S. Comus (Far East).

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## PORTSMOUTH Navy News

EDITOR

Rev. W. J. E. Tregenna-Piggott, O.B.E., R.N.,  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 74571 (Ext. 2913)

## EDITORIAL

THOSE OF you who feel the need to read newspapers other than NAVY NEWS will know that there has been a great deal of speculation about the future of the Navy. You will not have failed to notice that most of it is ill-informed and generally below the standard of what would be accepted by NAVY NEWS.

We are indeed fortunate to have in this issue an authoritative, interesting and most encouraging statement from the First Lord of the Admiralty on the role of the Navy. You will see that he mentions the function of the carrier, an article of equipment which for some reason seems often to serve as the focus for doubt about the value of the Navy in a war of the future.

NAVY NEWS believes that our ability to win a war, either today or in the foreseeable future, depends, as in the past, to a major extent on our ability to ensure free passage of the sea routes for our merchant shipping. We believe that modern inventions would result in an enemy imposing an even greater submarine and air threat on our shipping than in the past in areas where shore-based aircraft could play only a minor part in meeting the threat. We conclude that the fixed- and rotary-wing aircraft which form the major part of the search and strike equipment which the Navy needs in order to meet the threat must be carried in aircraft carriers.

NAVY NEWS is proud to be able to bring the views expressed by the First Lord to our wide circle of readers.

## A.F.Os. of Interest

A.F.Os. MARKED with an asterisk have been published for display on ship's company notice boards.

### Higher Educational Test Correspondence Courses

A.F.O. 3152/54 gave particulars of correspondence courses in the subjects of the Higher Educational Test available for R.N. and R.M. personnel in ships and establishments where oral instruction in these subjects cannot be obtained. Candidates must have passed, or be exempted from, Education Test I or R.M. Educational Test I. No charge is made for these courses. They are entirely separate from the courses issued under the Forces Correspondence Course Scheme. Application for courses should be made through Commanding Officers to The Senior Instructor Officer, Pay and Records Office, Royal Marines, Melville Barracks, Chatham.

### National Savings Campaign

A.F.O. 3157/54 reported the opening of a six months' campaign to obtain "Two Million New Savers," when a rally of savings workers and others, held at the Royal Festival Hall on October 26, 1954, was addressed by His Royal Highness The Duke of Edinburgh, K.G., K.T., G.B.E., and both the Chancellor of the Exchequer and the Rt. Hon. Hugh Gaitskill, M.P., former Chancellor. The A.F.O. emphasised that every form of support to encourage officers and ratings to take advantage of the facilities available in the Post Office Savings Bank, Trustee Savings Banks, etc., should be given.

\*A.F.O. 3156/54 announced that the maximum holding by any one person of the ninth issue of National Savings Certificates is increased from 700 units to 1,000 units as from November 1, 1954. Also that the maximum holding by any one person of 3½ per cent. defence bonds is increased from £1,000 to £2,000 from November 1, 1954.

### The Royal Tournament, 1955

\*A.F.O. 3162/54 announced that the Royal Tournament, 1955, will be held at Earl's Court from Wednesday, June 1, to Saturday, June 18, and gave particulars of the various displays, including the Royal Naval Field Gun Competition, in which one crew each from Portsmouth, Devonport, Chatham and the Fleet Air Arm will again take part.

### Sports in the Royal Navy

A.F.O. 3164/54 announced that the 1954/55 edition of the handbook, "Sports and Recreation in the Royal Navy," is available for distribution and purchase, price 7s. 6d.

### No. 1 Dress for Chief Petty Officer and Petty Officer Re-entries

A.F.O. 3167/54 announced that the arrangements for payment of a gratuity of £6 towards the provision of a cloth suit and gold badges at present applicable to serving chief petty officers and petty officers is also applicable to those chief petty officers and petty officers re-entered on regular engagements who were not paid the gratuity of £6 during previous service. Chief petty officers and petty officers who received the gratuity of £6 during previous service are not eligible to receive a further payment of this gratuity on re-entry, but the gratuity for completion of kit on re-entry payable to such ratings who re-enter on regular engagements after a break in service of six months or more is to be increased from £29 14s. to £33 14s. to include provision for the cloth suit.

### Wearing of Plain Clothes

\*A.F.O. 3313/54 extended the privilege of wearing plain clothes when proceeding out of and returning to naval shore establishments at home and abroad to junior ratings and ranks over the age of 17½ years, other than men undergoing disciplinary and technical training on first entry. The A.F.O. included detailed instructions appertaining to this privilege.

\*A.F.O. 3314/54 gave permission for chief petty officers and those of equivalent rank to be allowed, at the discretion of Commanders-in-Chief, to wear plain clothes when proceeding on liberty from ships. Initially this concession applies to the three home ports (Chatham, Portsmouth, Plymouth), Rosyth, Portland, Sheerness, Invergordon, Harwich, Londonderry, Scapa and naval bases in the Clyde, and at Fleet bases and refitting ports overseas.

### Uniform Outer Coats

\*A.F.O. 3315/54 described the introduction of a detachable warm lining to be worn inside the blue uniform raincoat to provide additional warmth when required. This detachable warm lining is to be a compulsory article of kit for new entries from January 1, 1955, and takes the place of the compulsory oilskin coat for men dressed as seamen and of the overcoat for men not dressed as seamen. The blue uniform raincoat will in future be double-breasted. Meanwhile, the detachable warm lining can be worn inside the present pattern single-breasted blue raincoat.

Men dressed as seamen who are already serving on January 1, 1955, will be required to provide a raincoat when the oilskin coat in their kit requires replacement or by April 1, 1957, whichever is the earlier. When certified by their Divisional Officer or Commanding Officer to be in possession of a raincoat in satisfactory condition they are to be paid a gratuity of £2 representing the approximate difference between the cost of a raincoat and an oilskin coat at Fleet issue prices. Men dressed as seamen on confirmation as petty officer will receive a revised gratuity payable for change of rig on and after January 1, 1955, as follows:

- Men who prior to advancement have provided themselves with a raincoat and have received the gratuity of £2 receive £19 7s.
- Men who prior to advancement have not provided themselves with a raincoat receive revised gratuity of £24 10s.

### LIVE LETTER ENTRY

NAVY NEWS invites you to write a Live Letter on any subject. All letters published will be awarded the sum of 10s. 6d.

The Editor and Staff wish to thank the many readers who sent Christmas cards as a token of their appreciation of NAVY NEWS.

## New Year Greetings...



"My best wishes to all hands for a successful and happy New Year"

### Message from The Right Worshipful THE LORD MAYOR OF PORTSMOUTH Councillor G. A. DAY, J.P.

I BELIEVE that this is the first time that a Lord Mayor of Portsmouth has had an opportunity of speaking to the Royal Navy through its own newspaper, and I am glad to be in this way to convey to the officers and men something of the feelings which Portsmouth has for them. We in Portsmouth feel that our City is the home of the Navy and in a very real sense the home of the men and women who are the Navy. We are proud of you and your

ships and the great traditions of honour and of service which you represent. We want you to feel that although we are accustomed to seeing your uniform in our streets, you are always welcome here whether this is your natural home or not, and I know that I speak for my fellow citizens as well as myself when I express the hope that the New Year will forge still closer ties of friendship between your great Service and our City. And may we have peace to enjoy our comradeship.

## NAVY IN PARLIAMENT

### QUESTION TIME IN THE HOUSE Strength of the Navy

DURING THE addresses in reply to the Queen's speech on the State Opening of Parliament concern was expressed in both Houses of Parliament at the absence of any statement indicating a building programme to strengthen the Royal Navy and maintain our maritime security. In the House of Lords criticisms of present naval policy were made by three Admirals of the Fleet, and similar views were expressed in the House of Commons.

The speakers for the Government assured both Houses that the expressions of concern at the running down of our naval strength would receive careful study by the Admiralty and the Minister of Defence, and until the whole policy of defence was reviewed early in the New Year, little could be said on this subject at the present stage.

### R.N. Scholarship Scheme

In answer to a question asking for further details of the scholarship scheme, the introduction of which was announced on March 9 last, the First Lord said:

"Arrangements have now been made for the first scholarships to be awarded in May, 1955, and the regulations for the scheme are about to be published. Up to 75 scholarships will be awarded annually to boys aged about 16 to enable them to remain at their own schools until they are able to enter the Royal Navy or Royal Marines at about 18. In addition to the 75 paid scholarships, up to 15 honorary scholarships may be awarded to boys whose parents' income is too high for the grant of

financial assistance. All scholarship holders will be guaranteed places at the Britannia Royal Naval College, Dartmouth, or at the Officers' School, Royal Marines, provided they satisfy the educational conditions of the scheme and remain medically fit.

"Scholarships will be awarded on the results of interviews and selection tests, without a formal written examination. Candidates will first appear before preliminary boards held in a number of regional centres, and these boards will recommend which boys should go before the Admiralty interview board at Dartmouth."

### Sailors' Home Club, Portsmouth

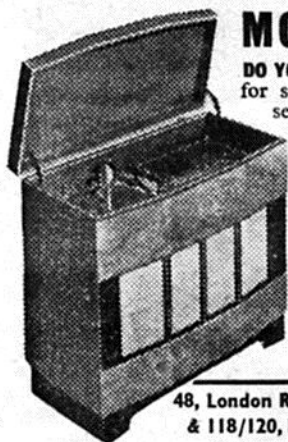
The First Lord of the Admiralty was asked when he anticipates that the Royal Sailors' Home Club, Portsmouth, now being built under Admiralty supervision, will be completed. The reply was that the questioner was under a misapprehension in thinking that this club is being built under Admiralty supervision. "It is a private venture, belonging to and managed by officers and men of the Royal Navy. It is not, therefore, for me to express any view on the probable date of completion."

### H.M. Dockyard Staggered Holidays

The First Lord of the Admiralty was asked whether he will reintroduce staggered holidays for employees in H.M. Dockyards for the 1955 holiday season. The reply was that future arrangements for holidays in Admiralty industrial establishments are now being reviewed in the light of experience in 1954. Further discussion with representatives of the employees is expected to take place early in December.

Continued on page 3

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# THE ROLE of the NAVY

An important article on the future of the Royal Navy

by

The First Lord of the Admiralty,  
The Rt. Hon. J. P. L. Thomas, M.P.

I want to talk to you about the job of the Navy and instead of starting in the past and coming up to the present, I want to start in the present and go on into the future.

When we were debating the Queen's Speech in the House of Commons a few days ago, the new Minister of Defence, Mr. Harold Macmillan, made public the fact that we have been having a very searching review of the structure of defence and he said too that this was still going on.

You may have noticed that it has also been going on in the daily Press, in the Sunday Press and on both sides of the Atlantic. There have been some statements by a very distinguished field-marshal who has given his views on the war at sea and my opposite number in America has said very pungently what he feels about those views.

## Government Policy

If I am to talk to you about the Navy and its job, present and future, I feel I should start by drawing your attention to what the Government think. Mr. Macmillan told the House of Commons that we had got some way in our review of the shape of defence policy in the future and you will remember that he announced some changes which affected the other two Services. But this is what he said about the Navy:

"As I see it, the essential task of the Navy is unchanged. It has the duty of securing the sea communications of our island and the world-wide support of our Commonwealth and trade interests. The perfection of modern weapons and techniques is in many respects increasing the ability of the Navy to discharge its historic role. The further development of these weapons and techniques should enable the Royal Navy in future to strike whatever threatens us by sea."

And he went on:

"The Navy is now free to look forward to the next generation of ships which will emerge from the inventions of today."

What you would like me to do, of course, is to tell you just how we in the Admiralty are translating that statement of Government policy into ships, aircraft, equipment and men, but equally you will realise that Parliament on Navy Estimates day is the place for that. I can at least, I hope, give some answers to those who profess to think that the inventions of today have relegated navies to the defensive role of which the convoy system was the expression in the last two wars. First let me say that the Merchant Navy can still rely on the Royal Navy to escort it as it performs its vital task of bringing in the supplies that we shall need more than ever before if war should come. The frigates and the escorting carriers will be there.

## The Function of the Carrier

When I speak of the escorting carrier I am thinking of the ship whose main duty it is to put aircraft above the Merchant Navy and to hunt the U-boats which attack them. Naturally, these carriers are not alone in carrying out their task. Shore-based aircraft have greatly increased their range and in war the Navy will be proud to share again with the Royal Air Force this vital duty of providing a shield.

But a shield is not enough: defence alone is not enough: aircraft with increased range and abilities are not the sole property of the West. Defence in the future will depend as never before on our ability to find, fix and finish whatever threatens us by sea. But no one will deny that in our present age the air is predominantly the medium which should be used to inflict these blows on the enemy. It is here that our heavy

carriers have their role complementary—and I would stress complementary—to that of the R.A.F. and not in competition with it. They make the sea the base from which they can strike with the weapons of the future at all that threatens the life-lines of this island. With their great mobility they are a formidable threat to the enemy. With the aircraft and weapons that we plan to give them they are an indispensable part of the Navy's preparations to meet its essential task in war.

When I speak of war I have, so far, been thinking of the awful cataclysm of an unrestricted clash between the nations with no holds nor weapons barred.

But since Hiroshima there have been wars in which our interests have been deeply engaged and in which nuclear weapons have had no part. The Navy proved in Korea its ability to bring mobile air power quickly to bear both before and after our troops could be landed. In any such wars in the future, lack of airfields may again necessitate much of the Army's air support being carrier-based. Wars of this kind—perhaps I should call them warm rather than hot wars—are always possible and we, with our world-wide trade interests, must be able to feel that our arm can still be shown to be long with the fist at the end of it capable of striking in support of land operations.

If so far I have seemed to lay stress upon the carrier it is because we believe that the carrier has a future as firm as any airfield.

## Guided Missiles

But as well as carriers in that fleet of the future and the escorts, to which I have already referred, we see the need for ships carrying instead of the conventional gun of today, powerful though it is, the guided weapon which will shortly become a reality. I told the House of Commons last year that with our responsibility for cold, warm and hot wars, we in the Navy can never be off with the old until we are sure we are on with the new. We shall move as fast as we can in the development of guided-missile ships. In the fleet of tomorrow the guided-missile ship may take on many of the functions of the cruiser of today but, as Russia has shown by her building programme, there is room at present for what I might call the conventional cruiser, and I am glad that with the perfection

of modern armament we can rest assured that when Tiger, Blake and Defence join the fleet they will be a very valuable asset.

## The Future Submarine

In what I have said I have not, of course, covered every class of ship. In particular, perhaps, I might quote what our American friends see as they look into the future. When Lord Montgomery predicted in their country that guided missiles and ballistic rockets were the weapons of the future, he drew the conclusion that air forces should be larger and navies smaller. The reply was to ask if he would be interested in a launching platform for guided missiles that could be moved at a rate of 500 miles a day, which could not be seen by radar, which could only be detected by the most complicated electronic devices, if at all. This is the future that can be foreseen for the submarine.

I began by saying that I wanted to start in the present and go on to the future. I hope that I may have convinced you that the Navy's role in prospering trade, in dealing promptly with sporadic trouble, in showing that our inventiveness, resourcefulness and strength are not in doubt—in all these things the role is, in Mr. Macmillan's words, unchanged and the Navy's abilities are indeed increased in the age in which we now stand and in the future. Its tasks, immediate in war, unending in peace, are indispensable to the fortunes of this island.

## "VICTORY REGINA"

ON DECEMBER 6, 7 and 8, the Royal Naval Barracks Amateur Drama Group presented "Victory Regina or the Monstrous Regiment," an original play by Instr. Lieut. R. I. Currie. The honours of the evening went to the author and to the producer, Lieut. Comdr. (S) W. N. Ash. The situations, involving as they did the absurd complications attendant on the idea of the Navy being taken over by women, were well contrived. We liked the defaulters' scene, and the instruction in parasol drill, preparatory for the inspection of the First Sea Lady. Judging by the immense applause on the opening night, the barracks fully appreciated this entertainment, put on by a team of their own mess mates.

## Navy in Parliament

Continued from page 2

### Helicopter Trials

In answer to a question about helicopter trials carried out in connection with anti-submarine work with merchant ships, the First Lord said:

"Trials carried out about four years ago showed that a helicopter could land and take off from the type of merchant ship used in the trial in moderate weather. I am advised, however, that, in their present stage of development, anti-submarine helicopters operated from merchant ships could not be economically deployed, adequately briefed or properly maintained."

### Tuberculosis

In answer to a question, the First Lord stated that the number of cases of tuberculosis in the Navy diagnosed per 1,000 officers and men in the years 1939, 1952 and 1953 were 1.94, 2.71 and 2.38 respectively. The post-war figures are not directly comparable with those of 1939. Modern techniques bring to light many early and arrested cases which might have escaped notice before the war.

### Aircraft Carriers

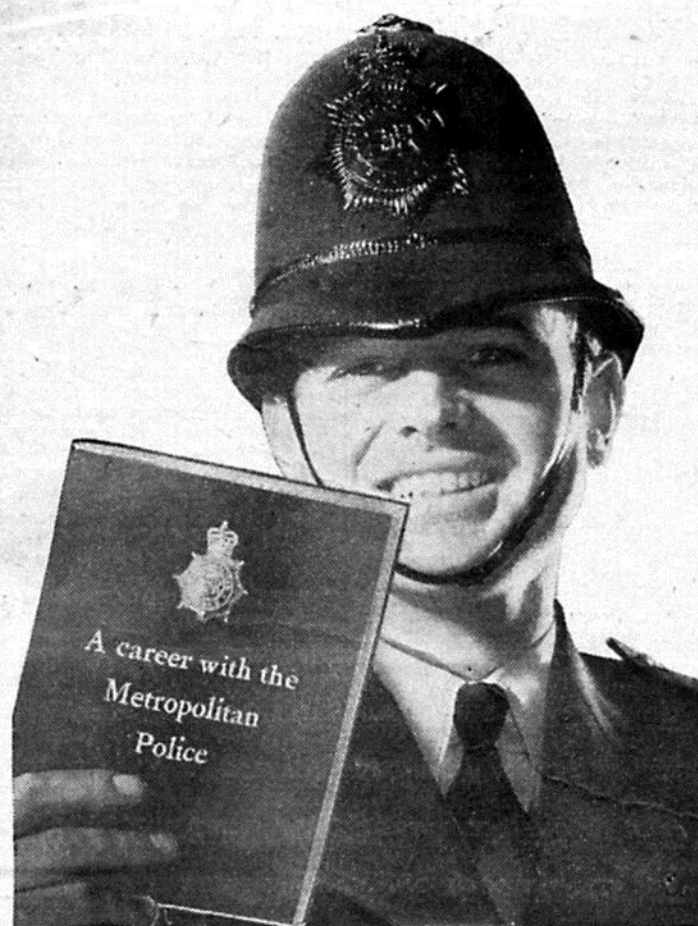
Asked if he will make a further statement as to what is the policy of H.M. Government on the construction of new aircraft carriers, the First Lord said:

"Details of the building programme for aircraft carriers were given in my explanatory statement presented with the Navy Estimates for the current year. I am not prepared to anticipate next year's statement."

### Junior Ratings (Civilian Clothes)

Asked whether he has yet found it practicable to allow junior ratings of the Royal Navy to wear civilian clothes when leaving naval establishments on shore leave, the First Lord said:

"Yes. Junior ratings and ranks over the age of 17½ years, if not undergoing training on first entering the Navy, will in future be allowed to wear plain clothes when entering and leaving naval shore establishments. This will apply to commands both at home and abroad."



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# W.R.N.S. NOTES . . .

## Mercury. Visit of the Director W.R.N.S., Designate

THE DIRECTOR W.R.N.S., Designate, Superintendent N. M. Robertson, C.B.E., visited H.M.S. Mercury on Wednesday, November 17, 1954. She was conducted round the establishment by Capt. J. R. B. Longden, O.B.E.

Our good wishes for a happy future go with Commandant Dame Mary K. Lloyd, Director W.R.N.S., on her retirement from the Service. Superintendent Robertson took up her new appointment as the Director W.R.N.S. on December 23, 1954.

## Children's Parties

Duchess of Kent Barracks: One hundred Portsmouth children were the guests of the W.R.N.S. at a party held in the Duchess of Kent Barracks recreation room on Saturday, December 11,

1954. They were fetched in buses lent by the Royal Naval Barracks Welfare Committee. On arrival the children played for a time with see-saws, rocking horses and roundabouts, etc. These were also lent by the Royal Naval Barracks. Chief Wren Ramsay and her staff of cooks prepared the tea and are to be congratulated on their good work.

Tea was followed by a film show of cartoons. After this Father Christmas (the Rev. H. D. Sharpe) distributed a present to each child. The money for the presents had been donated by the many W.R.N.S. personnel in H.M.S. Victory, H.M.S. Vernon and the Royal Marines Barracks, Eastney.

The afternoon was thoroughly enjoyed by both the Wrens and children alike, and many were the requests from the guests for another party next year.

H.M.S. Mercury: On Thursday, December 9, 1954, the W.R.N.S. Unit gave a Christmas party for 24 children from St. Edith's Orphanage, Fareham. It was a great success and the children thoroughly enjoyed themselves. Each child received a present from Father Christmas before going home.

H.M.S. Collingwood: Six Wrens in H.M.S. Collingwood volunteered to help with the Warrior Division children's party on Saturday, December 11, 1954. The main station parties take place later in December when the Wrens will again be helping.

## Festival of Nine Lessons and Carols H.M.S. Vernon

H.M.S. Vernon's choir presented a Festival Service in the Portsmouth Cathedral on December 16, 1954. One W.R.N.S. officer and nine W.R.N.S. ratings from H.M.S. Vernon were in the choir and also two Wrens from H.M.S. Dryad.

Wren Miller, of H.M.S. Vernon, sang the solo which opened the service and she read the First Lesson, Genesis 11, verse 8-15. Second Officer M. C. Cheyney, W.R.N.S., read the Fifth Lesson, St. Luke 1, verses 26-33 and 38.

The choir under the direction of Lieut. G. Temple, R.N., commenced rehearsals way back in September, 1954.

## Collections

The W.R.N.S. personnel quartered in the Duchess of Kent Barracks gave 55 presents for the Portsmouth Old People's Christmas Party which took place at the South Parade Pier on Friday, December 10, 1954.

W.R.N.S. ratings serving in the Royal Marines Barracks, Eastney, collected £16 5s. 11d. in the Royal Marines Barracks for the Spastic Society Appeal on November 18, 1954.

## Nativity Play in H.M.S. Mercury

The Chaplain of H.M.S. Mercury, the Rev. J. G. Scott, presented a Nativity Play, "The Mystery of Christmas." Two performances of the play were given in the cinema on Monday, December 6, and Tuesday, December 7. Officers and ratings, both R.N. and W.R.N.S., took part and made up the choir which consisted of 30 people.

The play was well supported and over 400 people attended. Invitations were sent to the Naval Children's Home at Waterlooville, The Old

People's Home and to members of the Mothers' Union and Women's Institutes.

## Dances

H.M.S. Collingwood: The W.R.N.S. annual Christmas dance was held on Friday, December 10, 1954, in the N.A.A.F.I. canteen. It was most successful and the dance committee have been congratulated by a large number of the guests.

Duchess of Kent Barracks: A most enjoyable dance was given in the Duchess of Kent Barracks recreation room by the W.R.N.S. ratings serving in H.M.S. Victory, H.M.S. Vernon and the Royal Marines Barracks, Eastney, on Thursday, December 9, 1954. A committee of junior ratings from the three units was responsible for the organisation. Invitations were sent to various ships and establishments in the Command. Commodore and Mrs. Evans, Capt. (S) and Mrs. Phillips, Chief Officer S. H. Broster and Commander W. W. Muir were among the 310 people attending the dance.

Petty Officer S. B. A. Wort, of Victoria Barracks, proved himself a very able Master of Ceremonies.

## W.R.N.S. Officers

The W.R.N.S. officers of the Duchess of Kent Wardroom are very sorry to say good-bye to Third Officer M. A. Adamson, who has been there a short time, but wish her the best of luck in her new appointment in H.M.S. Falcon, Halfar. In her place they welcome Third Officer S. A. Maconachie, from H.M.S. Drake.

## Sport

Hockey: Trials to select the Portsmouth Command W.R.N.S. hockey team were held in November. This team then competed in the Inter-Command Hockey Tournament. Results: 1. Air Command; 2. Plymouth; 3. The Nore; 4. Portsmouth.

Two W.R.N.S. ratings in the Portsmouth Command team have been selected to represent the Royal Navy Women in the inter-Service hockey match to be played in March, 1955.

Inter-Unit Hockey Within Portsmouth Command: It has not been possible to complete the second round owing to the bad weather and ground conditions. H.M.S. Collingwood and H.M.S. Mercury have a game to play in the second round. The winners of this match will play H.M.S. Victory in the final.

Squash: Trials to select the Portsmouth Command W.R.N.S. squash team were held in November, 1954.

The team selected played in the inter-Command squash tournament which took place in the Royal Naval College, Greenwich, early in December. Results: 1. The Nore; 2. Air; 3. Plymouth; 4. Portsmouth.

Inter-Unit Squash Tournament: The finals will be played in January, 1955, between H.M.S. Vernon and H.M.S. Excellent.

Rifle Shooting: The Inter-Unit .22 Cup has been won by H.M.S. Mercury with H.M.S. Vernon second, and H.M.S. Victory third.

Representatives from Victory, Vernon, Mercury and Royal Marines Barracks, Eastney, have been selected to shoot for the Portsmouth Command .22 Rifle Team in the inter-Command postal shoot which is being held this month.

## QUIZ

### Questions

1. What is the hottest place in the world?
2. In what form was Pepys's Diary written?
3. Who first said: "We have caught the Japanese with their Kimonos up?"
4. In English grammar what name would be given to the following sentence? "The force was composed entirely of cattlehips and bruisers."
5. Which takes longer—to hoist a flag to half-mast or to the peak?
6. If General Wilfred Kitching were to pass through the main gates of R.N.B. just after sunset next Sunday would he be given:
  - (a) A butt salute.
  - (b) A present arms.
  - (c) No salute at all.
7. Why is it that when you are given a wrong number on the telephone it is never engaged?
8. Is a zebra black with white stripes or white with black stripes?
9. If you entered a dark room and had only one match, and there was a paraffin lamp, an oil stove and a cigarette, which would you light first?

Answers on page 12

# Women's Section

## MAKE YOURSELF A PARTY BELLE

THERE IS usually very little left in the kitty for a new party outfit after coping with present problems and all the other heavy Christmas expenses. But even if big parties are not a part of your programme, the sparkle will be missing from the occasion if you haven't something new to wear to give you the party spirit.

The solution? Let ideas make up for lack of money. The girl who can tackle a bit of home dressmaking will always be able to make her dress allowance go farther than her less capable friends. Blonde star Jill Adams, for instance, is making herself a new party dress out of a few yards of silver grey grosgrain and a remnant of brilliant cyclamen chiffon. But Jill says that even a girl who is defeated by anything more complicated than a tacking stitch, and who can only spare a couple of hours, will be able to make an attractive felt skirt, without patterns, problems or headaches.

Many shops sell felt, and they will cut out your skirt while you wait—just give them your waist size. If there isn't a special felt shop in your town, you can cut one out quite easily yourself.

You need two yards of felt, folded in half, and then in half again. In the corner, where there are folds along

each edge (in other words, the centre of your material), cut out an opening for your waist. Divide your waist measurement by four, and mark off this measurement along the two sides of the corner. Use a piece of chalk to join the two points with a curve, and cut along the line. This will leave a round hole in the centre of the material for your waist.

Before unfolding the material, shape the bottom of the skirt by marking off along each fold, as before, the measurement from waist to hem. Then join with a curving line and cut. Felt doesn't fray, and anyway is too bulky to turn up, so you needn't make an allowance for a hem. If necessary, the bottom can be retrimmed at the final fitting.

Cut an opening from the waist for several inches to allow for a zip, tack in a petersham, and, if you like, a waistband to cover it, and the skirt is ready to wear. One word of warning—it is better to cut the waist quite small, and ease it when you fit.

This circular skirt should nip tightly into the waist, and it swings out smoothly over the hips into tremendous fullness at the hem. Jill suggests a brilliant scarlet or emerald. And if you can manage a befrilled can-can petticoat underneath, you have the perfect outfit for dancing.

# Friendly Wives

## NORTH END

THE NORTH END Branch were lucky in choosing December 1 for their Christmas outing to London, as the weather was perfect—brilliant sunshine and no rain all day. This made the coach ride up to London doubly enjoyable for the 30 members who went.

On arrival in London the party dispersed for Christmas shopping, then joined up again at the Palladium for the first house of the Norman Wisdom show. On the way home a stop was made at Ripley for hot dogs and coffee. Thanks are due to Mrs. Tearreau for organising a very enjoyable outing.

A Christmas bazaar was held in the gymnasium in H.M.S. Excellent on Tuesday, December 7. Lady Creasy very kindly came and opened it. We are very grateful to the officers and men of H.M.S. Excellent for decking out the gymnasium so gaily for us with flags and greenery, and for providing a giant Christmas tree in the centre of the hall which added greatly to the festive feeling. This made an excellent setting for the sale of hand-made Christmas decorations. The other stalls comprised needlework and gifts, cakes and sweets, produce and a white elephant stall.

The total realised was very satisfactory. The children's party will be held in Fisher Hall, Whale Island, on January 4.

## SOUTHSEA BRANCH

December, and the season of Christmas, brought two days of entertainment for the Southsea Branch of the R.N.F.U.S.W. instead of the usual one.

On Monday, December 13, a Christmas party was held at Forrester's Hall. There was carol singing, for which Lady Reyne very kindly brought her choir from Alverstoke, and after a special Christmas tea most of the gathering took the floor for old-time dancing until nearly six o'clock.

On the following morning, Tuesday, December 14, 52 members set off for a day in London. Travelling up in two coaches and arriving in town before noon, they spent the day seeing the shops or visiting friends. In the evening 26 of the party saw "Cinderella on Ice" at the Empress Hall, which was graced that evening by the presence of His Royal Highness The Duke of Edinburgh. Most of the others went to

see "The Talk of the Town" at the Adelphi Theatre, which they much enjoyed.

This month our meeting will be on Monday, January 10, at which a talk on "Road Safety" will be given.

On Saturday, January 29, the Southsea Branch are holding a dance at Forrester's Hall, for which tickets are now on sale (price 4s. double, 2s. 6d. single), and can be obtained from the secretary.

We hope that many new members will join us in 1955, and any wives who would like to join will be very welcome to come to any of the meetings, which are held on the second Monday in each month at Forrester's Hall, Fratton Road, at 2.15 p.m.

## H.M.S. VERNON BRANCH

The H.M.S. Vernon Branch of the Royal Naval Friendly Union of Sailors' Wives met in the Wardroom Annexe on Wednesday, November 24, at 2.15 p.m., and was presided over by the vice-chairman, Mrs. R. A. Villiers.

The meeting opened with the singing of the last verse of "Eternal Father," with Mrs. J. A. Crace at the piano.

The meeting took the form of a beetle drive organised by Mrs. F. Coxwell, and was a tremendous success. Mrs. C. Emerson presented the prizes, which were won by Mrs. L. V. Vass, Mrs. J. Blackwell, Mrs. W. Vass, and a visitor, Mrs. Gilman. A beautiful woolly dog, made by Mrs. G. Graham, was raffled and won by Mrs. L. Brooks. Wren Mundy very kindly looked after the children while the beetle drive was in progress.

It was announced that the sewing parties organised by Mrs. W. H. Walmsley, would start again on Wednesday, January 19, at 2.15 p.m., in the Wardroom Annexe Guest Room and would be held every first and third Wednesday of each month to make lingerie, children's clothes and knitted wear for Lady Creasy's Services stall at the Red Cross fair on March 3.

The next general meeting on Wednesday, January 26, at 2.15 p.m., is to be a social, with games organised by Mrs. Vass and Mrs. Riley, with Mrs. Crace playing the music. Mrs. R. D. Hamilton-Bate will also give Beauty Counsellor advice on make-up to all members who are interested.

## R.N. AND R.M. MATERNITY HOME

MISS BARBARA ROBERTS, S.R.N., R.F.N., S.C.M., joins the R.N. and R.M. Maternity Home as its new Matron on January 1. Miss Roberts was on the staff of Queen Charlotte's Hospital, London, for a period of 19 years and comes to Southsea from the "Old Tree" Maternity Home at Launceston, in Cornwall, where she has been for the past two years.

"Bowlands" will be served well by a Matron of such high qualifications and experience as Miss Roberts.

Miss Barbara Bradford, the Assistant Matron, has been acting as Matron during the last three months.

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## Naval Clubs ... VICTORY HOTEL

THE VICTORY Hotel is situated opposite the Ladies' Mile, in Clarence Parade, and I am the man who runs it. I tell you this so that you can read what follows in the knowledge that it is written from the inside and is not a patron's views of the comforts and facilities provided. If you think that I may be biased come along and find out if you are right!

The Hotel is for all married men (and their families) of the lower-deck personnel of the Royal Navy and Royal Marines. If you are a confirmed bachelor then what we have to offer is of no interest to you and you should skip these few paragraphs and get on to something which is more your cup of tea.

Charges for your stay at the Victory depend (a) on your rating and (b) on the time of year that you choose for your visit. The scale of charges are too complicated to put into an article of this description, but if you are interested you can write to me and I shall be happy to give you all the information you require. One more word about prices. Do remember my earlier remarks to the effect that we are an hotel. Don't expect to stay here for much the same money as it would cost you to stay at home. We are subsidised, of course, and our charges are therefore little more than half you would pay at any other hotel.

Lastly, and this is most important, we do absolutely everything in our

## Have YOU a personal problem? ... ASK JOHN ENGLISH

### Discharge by Purchase

WITH REFERENCE to discharge by purchase from the Royal Navy, I have been informed that, apart from the cash outlay (some £70 or thereabouts), I shall also be required to furnish good and substantial reasons for discharge, and also particulars of a job in "Civvy Street" which will better my standard of living.

At present I am a leading rate doing a 12-year engagement with four years left to complete my time, but as I have already mentioned, I am very desirous of securing my discharge. Could you please clarify the necessary orders governing this D.B.P.?

I have also heard through unofficial channels that a proportion of the 12-year engagement bounty will be paid on receiving discharge from the Royal Navy. Could you also confirm this, please?

**Answer:** In reply to your query regarding discharge by purchase, the position is as follows:

(a) Purchase money. For men with over seven years' but less than 16 years' man's time, the cost is £50.

(b) Gratuity. Service gratuity (£50) is only payable after 10 years' man's time; each year in excess of 10 earns a further £25—up to a maximum of £200.

All applications for discharge must go to Admiralty for decision. With regard to "good and substantial reason for discharge," the following is a copy of paragraph 7 of A.F.O. 676/54:

Q.R. and A.I. (1943), Article 1120, requires every applicant for premature discharge to have a "good and substantial reason" for seeking discharge. Commanding Officers are still required to satisfy themselves that this condition is met before forwarding applications to the Admiralty; but all applications received at the Admiralty, other than those forwarded as special compassionate cases under paragraph 6, will be treated on a basis of equality, priority as between one and another being determined solely in accordance with length of time still to serve on current engagement (paragraph 3).

I would like to ask some sound advice which you may be able to submit.

**Question 1:** I signed to complete time for pension before my 12 was up. I have still 12 months to go to finish my first 12 years. Can I repay the £75 bounty and get out on my 12?

**Question 2:** If not, what grounds must I have, and what must I pay to purchase my discharge?

**Answer:** In reply to your letter, the following is the position.

By having signed to complete time for pension, you have in fact already embarked on a new engagement, for which you have received the bounty of £75. (On commencing your 13th year you would be entitled to receive the balance of £25.)

Thus you can now only terminate your engagement by purchasing your discharge, in addition to which you must refund the £75 bounty for re-engagement. The purchase money for men with over seven years' but less than 16 years' service is £50; so the total cost to you would be £125.

On the credit side, however, as you have served over 10 years, you would be entitled to a Service gratuity of £50 for the first 10 years, plus £25 for each complete year. Assuming you will have served 11 years, this would amount to £75.

On balance, therefore, your discharge would cost you £50.

Admiralty approval is required for such discharge, and you will probably be required to produce "good and substantial" reasons to your Commanding Officer before your application is forwarded.

### Travelling Expenses

I am writing to you for information about travel expense to Londonderry. Also how can we obtain accommodation there?

My husband will be stationed there for one year from January, and I will be going there at Easter when the baby will be two months old.

How much would the fare cost, and who do we see about houses, etc., in Londonderry?

**Answer:** I regret that I can give you very little information in answer to your question about your husband's move to Londonderry because the matter of travelling expenses, housing, disturbance allowance and removal expenses, etc., depends on the circumstances of your husband's draft, details of which I am not aware.

### RE-ENGAGEMENT

Joe had stated his intention To complete his time for pension. But this intention was denied By pressure from the distaff side. Thus with a sad and heavy mind In a merchant's office he declined.

His widow, though as yet undaunted, Is most annoyed at being haunted, And reckons Joe is most unporting To tag along when she goes courting.

H. G. Middleton

**Answer:** I would rather like to have seen the estimate, but assuming that the estimate was in writing and made it quite clear that the builder was prepared to carry out the work for the sum of £40, and that you can prove that you accepted this estimate, then there is a clear contract by the builder to do the work for the amount of his estimate and you need do no more.

In one case I knew of, however, the builder had put the words "for the approximate sum of," in which case the estimate was worthless as far as forming the basis of a contract was concerned.

## TRAINING FOR A BUSINESS CAREER

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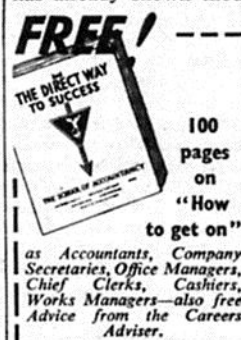
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## Royal Naval Associations

### HAVANT

THE HAVANT Branch meeting place has been changed and we are now well settled in our new headquarters, "The Hearts of Oak," West Street, Havant. The proprietor, who is an ex-Service man, is doing his utmost to make things comfortable for us.

The Branch was most fortunate in being accommodated in "The White Horse" at Westbourne until a new meeting place in Havant could be found. We showed our appreciation by paying a special visit to "The White Horse" on December 18.

The various moves seem to have made us more widely known and a number of new members have joined the Branch in the past few weeks. Preparations for our annual general meeting on January 4 were started at the meeting on December 7, when proposal forms for the 1955 Branch committee were issued.

### LEICESTERSHIRE AND RUTLAND

THE ANNUAL reunion dinner was held at our headquarters on Saturday, November 6 last. This was an informal occasion and 65 sat down for dinner. A very enjoyable evening was appreciated by all who attended and we hope to see many more next year, when it is hoped that our president, the Rt. Hon. Earl Beatty will be present on the next occasion.

Our annual naval ball was held at the De Montfort Hall, Leicester, on Friday, November 19. Unfortunately, owing to very unfavourable weather

conditions prevailing through thick fog, attendance was not so good as in previous years, nevertheless all who did attend and brave the weather much enjoyed themselves, and it is hoped to hold our next annual naval ball on Trafalgar Day next year, when it is hoped that there will be a larger patronage.

Members' meetings of this Branch take place on the first Saturday of each month at our headquarters, c/o John Bull Sports and Social Club, 25 Southgate Street, Leicester. The next meeting, however, will take place on Saturday, January 8, 1955, owing to the first Saturday of the month being on New Year's Day.

On the following Saturday, January 15, 1955, we hope to have a naval film show, which will be of interest to all our members and their friends.

We are always happy to welcome new members, in particular those who have recently left the Service or who live in the Leicester area. We also extend a hearty welcome to all Royal Navy personnel, when on leave in Leicester, to visit us.

"Free and easy" dances are held most Saturday and Sunday evenings in association with members of the John Bull Sports and Social Club.

The Association of Ex-Wrens (Leicester Branch) held a party among their members at our headquarters last Tuesday evening, December 14. There was quite a good attendance in view of the fact that their Branch has only recently been reorganised, and a very enjoyable evening was extended to all who were there.

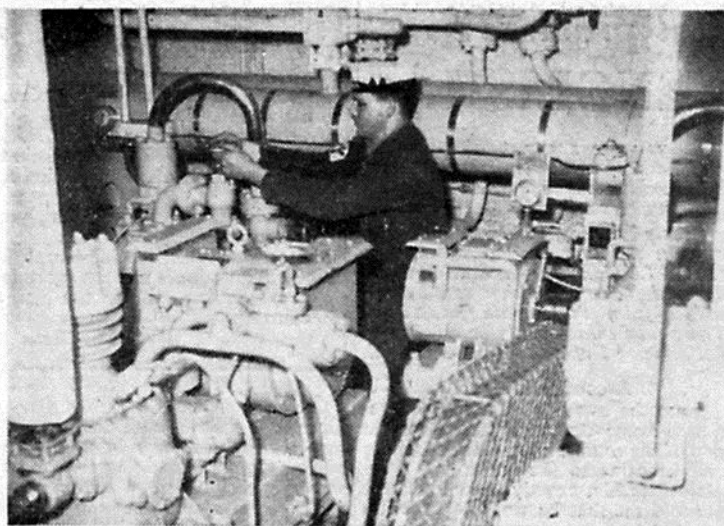
# HAVE A TAVERN

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says  
"Hoppy"







A Stoker Mechanic preparing a ship's main refrigerating plant for use

## Message from the Engineer-in-Chief VICE-ADMIRAL (E) F. T. MASON C.B., M.I.Mech.E., M.I.Mar.E.

"I AM glad to have this opportunity of writing a foreword for Admiral Dalton's article on the Stoker Mechanic Branch.

"Admiral Dalton is particularly well qualified to write about such matters as much of his naval career has been devoted to the training and service of engineering personnel; the problems of matching increased responsibility with more comprehensive training and better career prospects.

"Stokers were first introduced into the Royal Navy in the early part of the 19th century. In those days of coal-fired boilers and massive machinery, the best qualification for an efficient stoker was undoubtedly brawn and not brain.

"Today the reverse is true. With the increased complexities of modern machinery in all types of warships, the stoker mechanic must possess an intimate working knowledge of many different forms of mechanical equipment. While he must still be adept in

using his hands, he must also be mentally alert and receptive.

"Unfortunately, little is published of the Stoker Mechanic Branch or, indeed, of the Engineering Branch as a whole. Its members work out of sight and are, therefore, apt to be out of mind. It was undoubtedly this which prompted Sir Winston Churchill to say in the House of Commons in February, 1940, 'We must remember in these modern times the man around the engine without whom nothing could be done, who does not see the excitement of the action and does not ask how things are going, but who runs a very big chance of going down with the ship should disaster come.'

"Admiral Dalton's article helps to correct this lack of publicity. It shows that a career in the Stoker Mechanic Branch is not only an honourable one but also a satisfying one.

"Finally, may I take this opportunity of wishing the Engineering Branch a prosperous 1955."

THE ENGINEERING branch of the Navy is well over 100 years old and for over 100 years therefore we have been accustomed to stokers, and more recently to stoker mechanics, in our midst, although it was a very long time before they were regarded as acceptable members of naval society. Many and varied were the rude names applied to them at one time; they and their nefarious business caused a lot of dirt and ruined the spotless appearance of decks and superstructures and they occupied much valuable space in ships which could better be used by honest-to-goodness seamen.

### Stoker or Mechanic?

Strangely enough, although times and conditions have changed so much that there is about as much difference between the stoker mechanic of today and the stoker of those early days as there is between the radar plotting rating of today and the seaman of Nelson's time, the idea still seems to stick in some quarters that he is a brawny and begrimed heaver of coal. Yet one of the things about which the stoker mechanic knows very little is coal, his acquaintance with this substance probably being limited, as with most of us, to poking the fire at home. Not for a moment would his wife trust him to lay and light the sitting-room fire though. Authors, playwrights, and script writers delight however in keeping up this myth. They argue, if they think about it all, that Kipling did very well on it nearly 50 years ago so it must be good selling stuff. Radio producers usually add a further Kipling touch by giving a strong Clydeside accent to all and sundry from the engine-room; not that there is anything wrong in owning a Clydeside accent, but the owners seldom, unfortunately, join the Navy. The Midlands, London and the Southern Counties provide most of the stoker mechanics of today, and, much as we would like to have them, only a very small proportion come from north of the Border or from Wales or Northern Ireland.

No, he is not a stoker. Essentially he is a mechanic and the use of the word stoker in the title is traditional and defines him as belonging to the branch which is concerned with propelling machinery of H.M. ships, as illustrated by the three-bladed propeller which is the distinguishing badge of the branch.

He is in practice concerned with far more than the propelling machinery of our ships. Every piece of mechanical equipment, other than the weapons, are his concern and that may include oil-fired boilers, steam turbines, distilling machinery, air compressors, hydraulic pumps and machinery, turbo-generators, gas turbines, diesel engines and petrol engines, pumps of all descriptions, aircraft catapults and arrestor gear. In fact he is interested in anything that brings the ship to life, that enables us to live in it and to use it for the purpose for which it was designed, as a warship.

His duties are for the most part concerned with the operation of all machinery although he has many other duties concerned with the maintenance of the ship and its machinery. He serves in every type of ship in the Navy—in battleships, aircraft carriers, cruisers, destroyers, frigates, submarines, minesweepers, fast patrol boats, etc., down to the smallest motor boat. He also serves in shore establishments operating and looking after the machinery and there it has to be admitted that he does sometimes come into contact with coal, for much of the boiler plant in shore establishments is still today coal-fired.

It is not an easy and cushy job being a stoker mechanic, there is a lot of hard work attached to it, often under very

trying conditions of heat and humidity, and the job carries a lot of responsibility. But for the mechanically minded there can be few occupations which provide such a wide range and variety of engines and machines to "play" with. And every new type of machinery comes their way, as for example the recently introduced high-power light-weight diesel engine, the Deltic, and gas turbines.

Mechanical aptitude is an essential requirement for the stoker mechanic as also are intelligence and physical fitness. And for those who wish to succeed and progress in this career personality and strength of character and a high degree of technical ability are necessary qualifications.

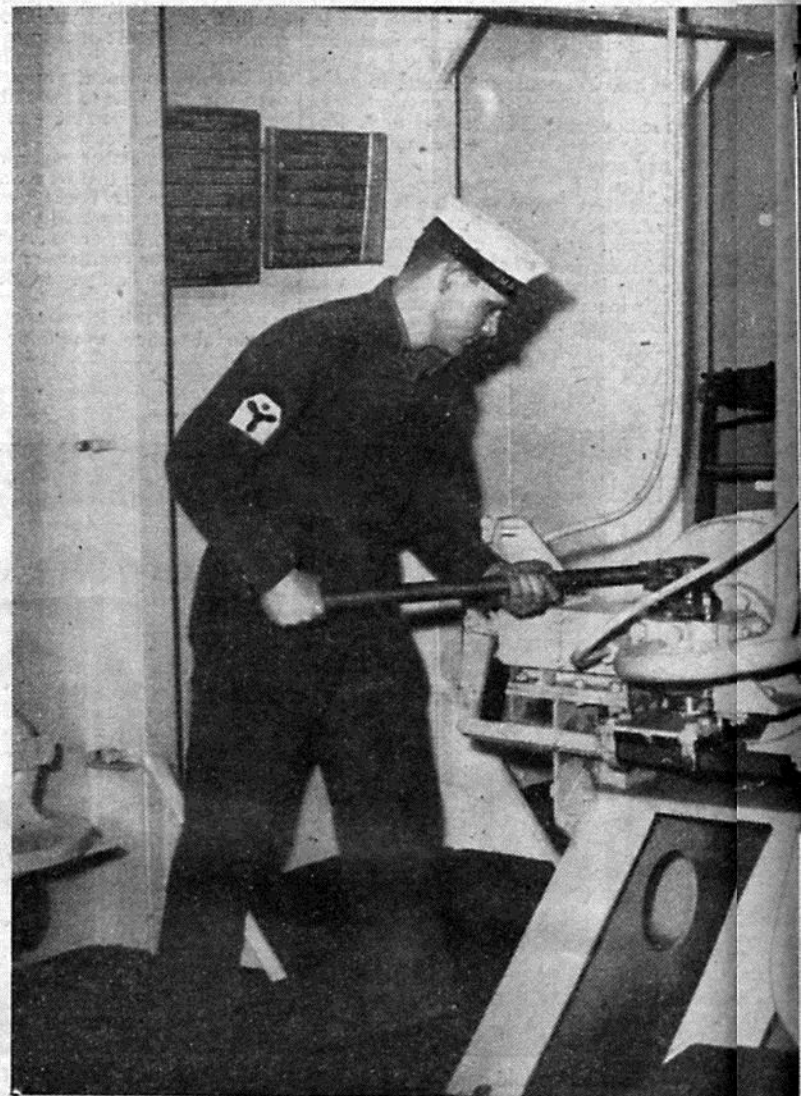
### Training and Qualifications

Most of the training of the stoker mechanics is given at sea "on the job," particularly on the more practical side of operating machinery. The theory of the matter can be and is taught in the classroom ashore. There one can learn what the machine does, and why; how it is constructed, how it works, and what are its control mechanisms. But the real business of operating a machine can only be learnt by actually doing the job under proper sea-going conditions and to go on doing that until one has complete confidence in oneself to control the machine under every

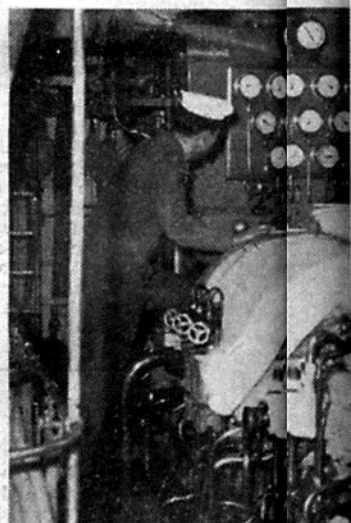
possible circumstance or condition. The attainment of this confidence in oneself to control machinery is an early requirement in the training of the stoker mechanic. Very truly has it been said that you can beat a donkey and eventually it will do your bidding; you can shout at a man and he may in time do your bidding; but neither beating nor shouting will work the machine, the latter will prove quite ineffectual, the former will probably cause some damage and lessen the chances of the machine ever doing one's bidding. The machine can only be controlled by knowing it intimately, by having no fear of it and by having complete confidence in oneself to meet any emergency that might possibly arise.

The training of the new entry stoker (he is not called a mechanic at that stage) starts in H.M.S. Raleigh, a shore establishment at Torpoint in Cornwall. Here he is initiated into the ways of the Navy and emphasis at first is on the development of the man rather than teaching him about the machine. The technical training starts here, however, and the young stoker begins to learn something of what a warship is and what it contains; what the purpose is of all the machines and what his duties

# STOKER MECH



A Stoker Mechanic preparing an engine



A Stoker Mechanic training as a stoker



Furnace brickwork: two Leading Stoker Mechanics rebuilding a section of a boiler furnace

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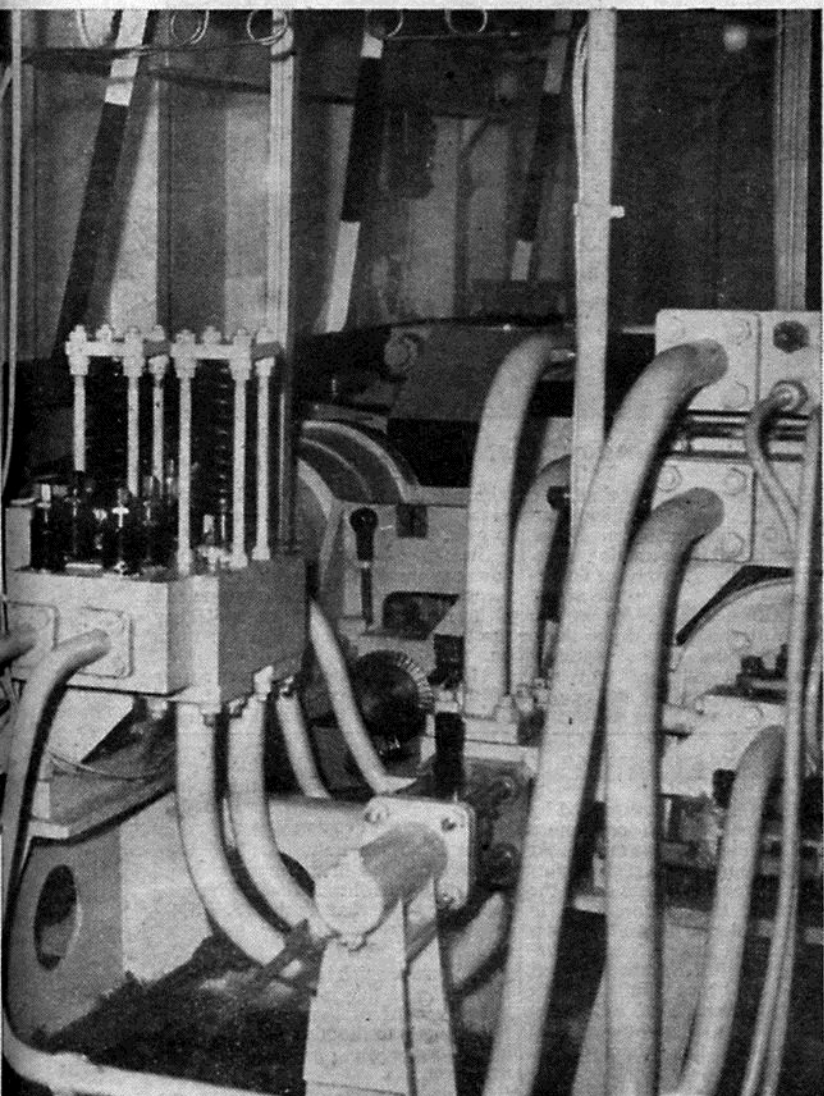
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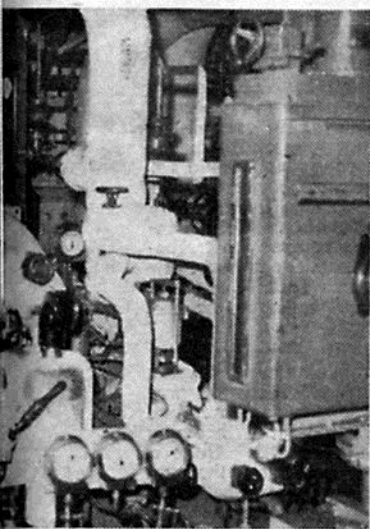
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watchkeeper on a turbine-driven generator

will be in connection with these machines.

As much attention as is possible in the time available is devoted to school subjects, in particular English, arithmetic and elementary science. Physical and recreational training, seamanship, damage control, fire fighting, parade training, current affairs and religious instruction are all included in this phase of the training. Part of the training is given afloat in an attached destroyer. Those who do particularly well during this first period of training and show great promise are classified "specially selected" stokers, and their training is carried further and at a quicker rate so that they may earn early advancement.

On completion of the training in H.M.S. Raleigh the stoker goes to sea where his training continues through employment in the various sections of the engineering department, in particular in the boiler room where he must learn how to control the firing of an oil-fired boiler. In due course he is rated up to stoker mechanic and it is while in this rate and while still at sea he continues with the next phase of his training to obtain an auxiliary watchkeeping certificate. To obtain this certificate, which is a requirement before

## A Lesson in Leadership

On advancement, an acting petty officer stoker mechanic must obtain his boiler room watchkeeping certificate before being confirmed in the rating. This certificate certifies that he is capable of taking charge of a boiler room of one of H.M. ships at full power—responsible for producing enough steam to develop some 25,000 horse power and for making, instantly and safely, any rapid changes in output required. There may be only two or three other men with him, each with his own precisely defined duties and responsibility. From where he stands in the control position he can see each man at work, can see the steam temperature and pressure gauges and the boiler water level gauges, and immediately to hand are the forced draught fan controls and the oil fuel pump controls. Without moving he has the whole completely under control. He never shouts an order—he would not be heard any way above the whine of the pumps and fans and the roar of the furnaces—a smart rap on metal with a spanner to attract attention and a sign with hand or finger suffices, but heaven help the stoker mechanic who does not understand or immediately obey. At least it is seldom that he fails twice.

This strange method of taking charge without saying a word is not always understood in other circles but it is extremely effective and probably evokes a much readier response than a shouted order. But to be able to do it requires, again, complete confidence in oneself and a complete understanding of what is going on and what is required. And it also requires confidence in one's juniors.

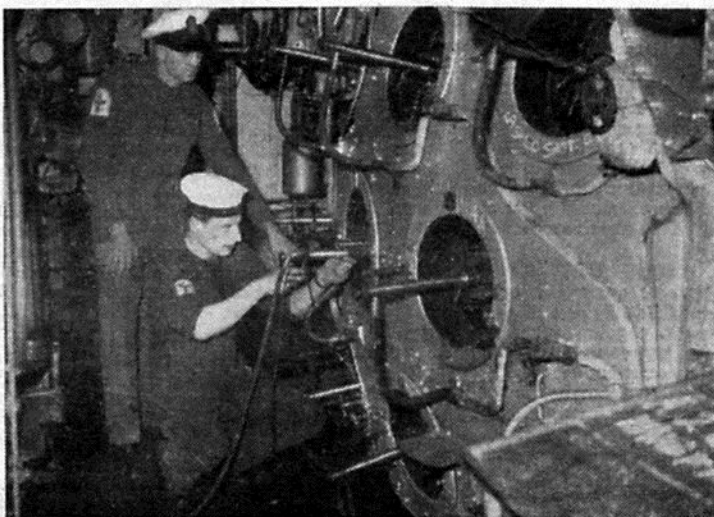
## The Mechanician

Meanwhile the leading stoker mechanic who was selected as a mechanician candidate has gone to the Mechanical Training and Repair Establishment at Portsmouth for the two years' mechanician's course, for which he is always rated up to acting petty officer stoker mechanic if he has not already achieved that rating. This is a highly technical course very largely devoted to workshop training as a fitter but including also training on machine tools and in boilermaker and copper-smith work. The object of this course is to produce a maintainer-operator capable of carrying out fully skilled maintenance work and ultimately of taking complete charge of the machinery of a small ship such as an ocean minesweeper or one of the smaller frigates.

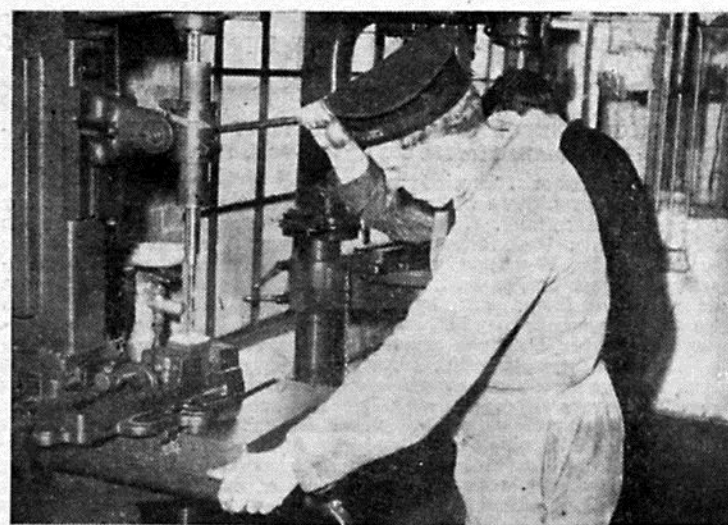
## The New Navy

The growth of the small-ship navy and the development of new types of machinery such as the Deltic diesel and the gas turbine are opening up new and interesting fields of employment for men of the stoker mechanic branch. Including service in submarines, minesweepers and fast patrol boats a considerable proportion of a stoker mechanic's time is spent with internal combustion engines of various types but none stay on this work indefinitely. All must be versatile and capable of operating all types of machinery. Many, after being rated up to P.O.S.M., are now finding themselves in small "charge" jobs in such ships as the diesel-driven inshore minesweepers.

And so we find the stoker mechanic everywhere, in big ships and small ships, ashore and afloat and wherever it may be we depend upon him entirely, for it is he who produces the power and enables us to live in our ships and to take them into battle and to fight the enemy. Perhaps we are sometimes inclined to take all that for granted and to forget the man below who does all these things for us. Go down below one day and see him at work; you will be interested.



A Stoker Mechanic preparing a boiler for lighting up under the supervision of a Petty Officer Stoker Mechanic



Drilling: a Leading Stoker Mechanic learning the first principles in the operation of light machine tools

## WHAT'S ON - January, 1955

- |   |   |
|---|---|
| 1.—Football: Portsmouth v. Charlton Athletic. Home.   | 13.—H.M.S. Dryad Officers' Children's Party.  |
| 1.—Informal Dance to gramophone records, 9 p.m. to midnight, at the Nuffield Club, St. Michael's Road, Southsea.  | 15.—Football: Portsmouth v. Aston Villa. Home.  |
| 5.—Football: Portsmouth v. Tottenham Hotspur. Home.   | 18.—H.M.S. Dryad, Wickham Dramatic Society presents "Blithe Spirit."  |
| 5.—Scottish Country Dancing Classes recommence at the Nuffield Club.  | 22.—Football: Portsmouth v. Luton Town. Home.   |
| 6.—H.M.S. Dryad Ship's Company Children's Party.  | 23.—Concert, Theatre Royal, 3 p.m. Rawicz and Landauer and the Southern Philharmonic Orchestra. Music of Rossini, Mozart, Beethoven, Grieg and Saint-Saens. |
| 8.—Football: Portsmouth v. West Ham United. Home.   | 23.—Football: Portsmouth v. Norwich City. Home.   |
| 9.—Concert, Theatre Royal, 3 p.m. Cyril Preedy and the Southern Philharmonic Orchestra. Music of Handel, Brahms and Mendelssohn. Conductor, Herbert Menges. | 25.—Caledonian Society Burns Night.   |
| 12.—Football: Portsmouth v. Fulham. Home.   | 27.—H.M.S. Vernon Ship's Company Dance, Savoy Ballroom, Southsea.   |
|   | 31.—H.M.S. Dolphin Ship's Company Dance, Kimbell's Ballroom, Southsea.  |



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Further information may be obtained from:

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# BOOK REVIEWS

**PERTURBED SPIRITS**, edited by R. C. Bull. (Arthur Barker; 12s. 6d.)

The eldritch scream of the wind rose out of the black night, swaying the deep red velvet curtains. Within the lonely house sat a book reviewer, his eyes as large as 100-watt lamps and glowing with an orange light. The orange light was caused partly by the spirits of Christmas, but partly by the perturbed spirits of Mr. Bull's conjuring. A most satisfyingly hellish crew they are. We are made to run the whole gamut of weirdry, from the subtle, psychic manifestation to the odd things that happen in the swirling clamminess of the midnight mists over the marshes. Whatever your taste in terror, you should find in this collection at least one tale to set you double-checking the fastenings of doors and windows; not that that will do you any good.

And if one or two of the stories seem to date a little—though the editor, bless him, has realised that there have been good writers in this vein since Poe or le Fanu—why, you can laugh at the old-fashioned piece. If you dare!



## HOW TO ENJOY AN EXTRA PENSION WHEN YOU RETIRE

**YOUNG** men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State Pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

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Telephone: BISHOPSGATE 5786

**A HISTORY OF MARINE NAVIGATION**, Per Collinder. (Batsford; 21s.)

If you have a gift problem for a boy between the ages of 9 and 90, here is your answer. The sober title gives little indication of the nature of this delightful book. History it is, but history of a wholly non-academic kind. Call it rather a talk in writing, given by an old, experienced seaman, who has wandered widely and seen much; who can find enthusiasm and admiration alike for the Arab sailor with his ancient lore and for the modern marvels of the Sperry Two-Unit Gyropilot. Rush-built boats in Peru, the fascinating voyages of the Polynesians, a simple explanation of echo-sounding—in which the author himself was a pioneer—all come within the easy sweep of his scan.

The text is translated from the original Swedish in a manner generally competent and pleasant, though with a small, occasional creak. The volume itself is handsome and well-printed, which cannot be said of many books at this price, and the drawings simple, comprehensive and unobtrusive. I hope your gift will find a reader as pleased as I was.

**THE LE MANS STORY**, by Georges Fraichard. (Bodley Head; 21s.)

Motor racing still lacks a writer to do for it what Smythe has done for mountaineering, St. Exupery for flying or Hass for underwater hunting. Perhaps it is arguable that sports which are invariably attended by large numbers of spectators naturally beget the accounts of informed onlookers, who are concerned to analyse performances; and that the more solitary pursuits inspire rather the rhapsodies of their devotees, who seek either to express their personal delight or to make converts.

However that may be, there is no question either of the popularity of Le Mans or of the matter-of-factness of M. Fraichard. His is the approach of the motoring correspondent, not too technical, but very knowledgeable. His book is a mine of statistics, tabulated over more than 20 pages with admirable clarity. Every famous name, of car or of driver, is given its due. The book is so well illustrated and documented that the enthusiast will find it indispensable. It is perhaps inevitable that no flesh and blood are left in the people mentioned, and no excitement, no fun, no struggle in their contests.

**THE CAPTAIN'S TABLE**, by Richard Gordon. (Michael Joseph; 10s. 6d.)

After "Doctor in the House" and "Doctor at Sea," a new book by Mr. Gordon is an event. Here he deserts biography to give us a highly entertaining account of a voyage to Australia in a smart liner, under the surprised command of the ex-captain of a tramp.

Even on the surface the story is a little masterpiece of sustained, frequently Rabelaisian fun. Below the surface, one may discern the acute observation of a satirical mind. How well we know these people he describes. There's the bore who knows the barman, the girl with outspoken teeth and a hungry soul, the wardroom Casanova who takes longer to prepare than a dinner—we've met them all, but never so exquisitely pinned to the board. I hope the inescapable film does justice to this delightful and robust book.

R. I. C.

## ROYAL NAVAL BARRACKS

### WELFARE TOPICS

Anson Howe Galley

AT THE time of writing, this galley, which is fitted with the most up-to-date equipment, is having its first overhaul and refit. From April, 1952, until December, 1954, it was continuously in action, coping not only with the Anson-Howe cafeterias but, for a period, with the Chief Petty Officers' Mess and Petty Officers' (114) Mess as well. In addition, the large number of men in Barracks for the Coronation and R.N.V.R. jubilee celebrations and other ships' companies living in R.N.B. have been catered for.

It is estimated that during the two years and eight months of its commission, A./H. galley has produced no fewer than 5,390,620 meals. In the washing-up department 26,953,100 plates and 21,562,480 cups have gone through the machine . . . and so one could go on. It all amounts to the fact that the men who work in the galley and cafeterias have done a very fine job. It is right that their praises should be sung. It is hoped that the refit will be completed and that the galley will start its new commission in mid-January, 1955.

One more figure; both cafeterias together can accommodate 3,600 in one sitting. It is not known whether the food statistics above constitute a record.

P.O. S. M. Ellick

Our congratulations to this grand sportsman, who made many records in his time in the Service and who went to pension on December 31, 1954.

He made history when, on December 4, 1954, he became the first life club member of the Royal Naval Athletic Club, South.

P.O. Ellick is a former Navy discus champion and javelin record holder. He is a qualified referee and A.A.A. honorary coach. An international starter and field judge, he was an Olympic Games official at Wembley in 1948. During his 27 years with the R.N.A.C., he represented the Royal Navy and Portsmouth in tug-of-war and bayonet fighting. He played left back for the Portsmouth Lower Deck hockey team; in fact, there is little that he has not done in the field of sport. As a soccer player he had trials with Walsall and Southampton.

Many of his trophies he has given to schools, orphanages and clubs to encourage the youngsters. Those of us who were in R.N.B. for the Gala Day last year will remember how successfully he conducted the kiddies' races.

The very best of luck to you, Ellick.

### Children's Parties

This year's parties will be held, as usual, in the Gymnasium and Drill Shed. Dates are as follows: January 4, Junior Rates; January 5, Petty Officers; January 6, Chief Petty Officers; January 7, Officers; January 8, N.A.A.F.I.

Among the attractions will be slides, swings, roundabouts, Aunt Sally, pirates, bombing range and, of course, a Christmas tree.

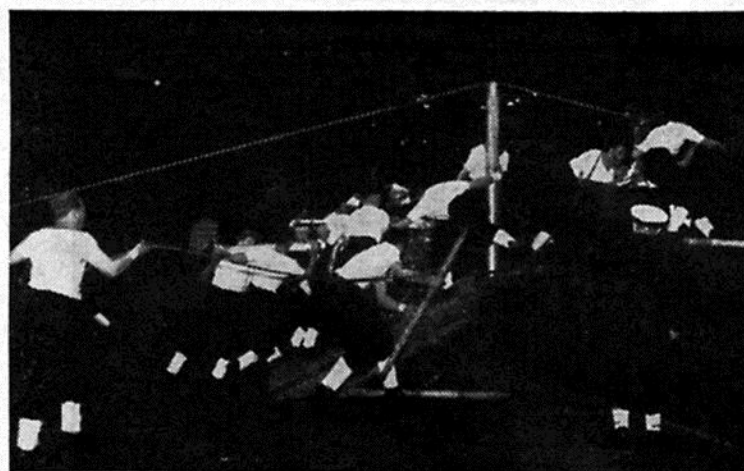
### Frobisher Cleaning and Pressing Plant

This is being taken over by the Welfare Committee. The present plant, which consists of a very antiquated steam press and gas boiler, has been kept operating by the ingenuity of the Engine Room Branch in R.N.B., but the time has come when further repairs and patching are no longer possible. The Barracks Welfare Committee has agreed to take over the services and new equipment is now to be installed. When completed, an up-to-date dry cleaning and pressing service will be available to all in R.N.B. Charges will be very reasonable. Mr. Damon, the present operator, is being retained and is being trained in the new process by the firm installing the equipment.

### R.N.B. Coaches

These are again looking spick and span. But the cost of painting, body repairs, engine overhaul and tyres is steadily mounting. It is pointed out that these coaches are available for hire by all R.N. personnel for many purposes. Private parties and theatre trips, pantomime trips, sports trips and outings, etc., can all be arranged at reasonable prices. More work is needed for these coaches if they are to pay their way. Mr. Crockett, R.N.B. Coach Office, has had a great deal of experience arranging these things and is ready to help and advise at all times. His telephone number is Dockyard 74571, Ext. 26616.

# COMMAND NEWS



## The Pompey Field Gun Crew

THIS YEAR, for the first time, the Portsmouth Command Field-Gun Crew will live in the Royal Naval Barracks and do all their training there. There is still plenty of room for volunteers, all of whom are welcome at the Field-Gun Office (Tel. 3166) in the Royal Naval Barracks. So if you think you can make the grade, whatever branch or rating you are, why not send in your name and try and be one of the team who are going all out to

take all three cups from Guzz. We have nothing to lose and everything to gain.

Even if you cannot run for Pompey, you can help your gun's crew immensely by coming along any time and giving them a good "chuck up." They run for you, so come and cheer them on.

The track is in the north-west corner of the barracks parade ground, and training starts on Tuesday, February 1.

## H.M.S. MERCURY

MERCURY HAS been enshrouded by clouds or washed in rain even more than usual during the past month. At one time the Meon rose to such heights the front doorsteps of houses down the main street of East Meon were in danger. The oldest inhabitant was heard murmuring that he couldn't remember the last time he'd been cut off from both the "New Inn" and the "George." However, he was well to the fore when our trailer pump was used for pumping out the cellars of the latter!

The rain has interfered with practically everything and there has been very little sport possible, though this did not perturb our W.R.N.S., who have just won the Inter-Unit League for .22 rifle shooting. The weather also upset the programme for the Second Sea Lord's visit, and the parade in his honour had to be cancelled due to the downpour which lasted all day. However, Admiral Russell carried out a long tour of the establishment and appeared pleased with what he saw. The rounds party were very wet indeed by the time they had finished.

There is a general feeling of relief that this very long winter term is drawing to its end, and those of us lucky enough to be in England are almost on leave.

In the last week or two a lot of people have worked hard to make the Christmas dances a success and to stage a splendid pantomime. The padre also produced his usual very good Nativity Play in addition to giving us a wonderful choir to help us with the Christmas carol service. The main hall was full for this service and was decorated with illuminated Christmas trees, flowers and greenery. For anyone who had been abroad the setting and the carols really made them feel at home again for Christmas.

For those communicators who are not as fortunate as us we send our best wishes for a very happy Christmas, and next year perhaps . . . who knows?

Anyway you can drink your tot to the time when we're away and you're at home!

### Football

We continue to strive against the elements and more "static" teams in both the United Services Division I and III Leagues, but unfortunately without the success we had at the beginning of the season.

In our local Waterlooville and District League we are having a little more success in the preliminary rounds for the Festival Cup, and only hope that the cup becomes ours at the end of the competition.

### Rugby

We have unfortunately had to cancel a few matches in recent weeks due to the waterlogged condition of the pitch, and a "low ceiling" of cloud at this altitude.

It is hoped that at the beginning of the New Year we may be able to rearrange some of these postponed fixtures.

### Hockey

The team have been hit by recent drafts, etc., but as yet the full impact

of these has not been felt, due to postponements of matches in this sphere also.

### Fencing

The few Wren enthusiasts have been actively engaged in the rehearsals and the pantomime, hence fencing training has gone somewhat by the "board."

### P.T. Staff

The festive spirit is apparent amongst the staff, and they were able to give a good account of themselves as "Fire Flies," with an illuminated club-swinging sequence in the pantomime broad-walk scene.

They would also like to take this opportunity of wishing their counterparts in the Command "Bigger and Better Grand Circles in 1955."

## H.M.S. STARLING

OUR MOST enjoyable visit to Norway last month culminated in a not so enjoyable return trip. We crossed the North Sea in heavy gales which did things to the Starling that I would not have dreamed possible. However, after four days of this rough treatment we crept into Portsmouth. Almost instantly, the ship's company, after behaving like automata for the past few days, took on a new lease of life, and preparations were made for the first main leave party.

With the exodus of the first leave party, those remaining went berserk and, brandishing paint sprays, proceeded to buff everything and everyone up in preparation for our forthcoming inspection by Captain "D." Quite a few of the slower members of the crew were bathed in charming shades of pastel blue and green, but the final effect, between decks, is an accomplishment any interior decorator would be proud of.

Our sporting activities have been seriously curtailed during our recent heavy sea commitments. We did manage to arrange two games versus the Norwegian Navy whilst in Norway. They were the victors in both cases, but our lads performed very well considering the limited opportunities for games this season.

Christmas will soon be with us and then the New Year, which will, I hope, be as interesting and varied for us as this one has been.

## H.M.S. BULWARK

AFTER CONTINUING our work-up, we were given a chance in between gales to enter Portsmouth Dockyard—a week-end late. Natives have since made up for this loss.

The most important event of the month—apart from Christmas leave—was the visit of Gaumont British Newsreels, the first morning of the December issue of PORTSMOUTH NAVY NEWS, the day H.M.S. Bulwark was front-page news.

Never have there been so many smartly polished rum fannies in the hands of so many smartly polished leading hands of messes, who eagerly

## SOUTHSEA'S Two MOST POPULAR BALLROOMS

**SAVOY . . . SOUTH PARADE**  
**KIMBELLS . . . OSBORNE RD. SOUTHSEA**

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OVER 50 SHIPS' DANCES CATERED FOR THIS YEAR!  
(whether a Submarine—Destroyer—Battleship or Aircraft Carrier)

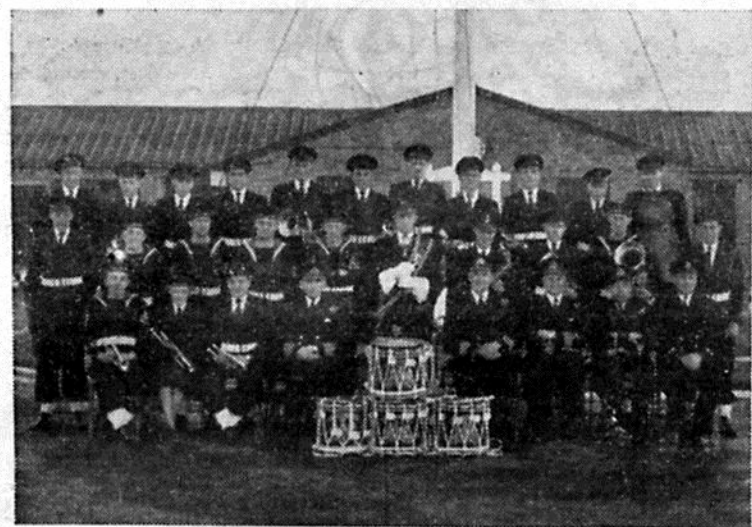
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The Savoy Ballroom. Radio Band Every Friday



## ROYAL NAVAL AIR STATION, ARBROATH

Volunteer Band Winners of the Bambara Band Trophy, Home Air Command  
Volunteer Band Competition, 1954



Back row (left to right): C.P.O. Jackson, Apprentices Deverell, Dees, Rowland, Moss, Coole, Rutter, Davies, Curtis, England, Goodhead.

Centre row (left to right): Apprentice K. Allen, N.A.M. Ellis, P.Os. McHardy, King, Coupland, Apprentice Mills, P.O. Woodhouse, Apprentice Hickman, P.O. Monkton, Apprentice Hall.

Front row (left to right): P.O. Miller, Leading Wren Fredericks, Apprentice Powell, Capt. (E) R. R. Shorto, D.S.C., R.N., Cdr. (E) A. G. Oliver, O.B.E., R.N., Cdr. (E) Dyer-Smith, R.N., Band Officer, S.C.A.E. A. Bywater, D.S.M., R.N., Band Conductor E.R.A. Grantham.

### H.M.S. BULWARK (contd.)

waited their turn at "Up Spirits" to catch the roving camera.

We warmed the bell with our carol service, by holding it on December 12, prior to first leave. This took the form of nine Lessons and nine carols.

The Lessons were read by nine volunteers representing the ship's company, and the carols were sung without the aid of a choir.

Plans are well in hand for the children's party at the end of December and also for the ship's company dance in February.

#### Sport

Sports in Bulwark have got away to a slow start as a result of the ship's early programme and the fact that a deluge has so far flooded all pitches each time we have booked a soccer ground. However, there is considerable enthusiasm and talent amongst the ship's company, and we look forward to big things in the future. It is intended to make a particular effort with sports on board, and already considerable use has been made of the two deck hockey pitches on the flight deck—volley-ball, basket-ball and badminton will follow shortly.

One activity not hampered by the weather has been swimming, and our doctor (Surg. Lieut. Fraser-Davidson), who is himself a Navy swimmer, has been active in organising a number of enthusiastic followers who go regularly to Pitt Street for swimming training and water-polo.

Another enterprising activity that it is hoped to get going is the Bulwark Cycle Club, and for this we are lucky to have the services of L./Wtr. Carter, late secretary of the Command Cycle Club.

Rugby football is to be run by Lieut.-Cdr. Falconer, who has played for United Services for many years, and he seems to be assured of considerable support, particularly from the Marines, who have shown great interest in all sporting activities to date.

Running the soccer is Instr.-Lieut.-Cdr. Mant, whom a number will remember as the hard-working Command Sports Secretary at Liverpool during the war. Amongst our soccer stars we have Mne. Montague, who played for Fulham "A." and L.S.M. Manders, who is well known in soccer locally.

All in all, the Command can stand-by for some spirited games with Bulwark, and we look forward to meeting our rivals.

We would like to wish all in the Portsmouth Command a happy New Year.

### H.M.S. SAINTES

AT THE end of November, Saintes completed her six-week refit in Gibraltar, and we began making all shipshape again.

On December 11 we went to Tangier for a week-end's break. In spite of Christmas ahead, with its vast expense, many of us went ashore and had a thoroughly good time.

All this while, the efficiency of the ship was improving, and when we

sailed for home on the 16th we were once again in fine order.

Before leaving Gibraltar, our soccer team retained the 3rd D.S. Football Cup. Showing themselves a well-balanced and hard-fighting team, they first beat Barfleur 3-2, and then hammered St. Kitts 5-0. No one player can be singled out for praise, all eleven playing extremely enthusiastically and skilfully.

In spite of England's penetrating cold, the whole ship is delighted to be back after seven good months with the Mediterranean Fleet. Judging by our reception on arrival, wives and families, too, are more than glad at our return.

I hope that each watch has had an excellent 10 days' leave by the time this is in print.

### In Memoriam

C. F. FRIEND, Ldg. Cook (S),  
P/MX 56036, H.M.S. Victory.  
Died December 12, 1954.

### H.M.S. DUCHESS

AFTER RETURNING from the joys of Genoa, we continued with our work-up off Malta. We rounded off the work-up with a week in harbour and then sailed for Fleet exercises. The weather was inclement and a number of our company were not their usual cheerful selves.

The Fleet's return from exercises coincided with the departure of the Commander-in-Chief, Lord Mountbatten, and Duchess took part in "Famous," the Mediterranean Fleet's ceremonial farewell at sea. During this time we wore the flag of Flag Officer Second-in-Command, Mediterranean, Vice-Admiral Reid, who conducted the farewell. Firstly, the submarines steamed past, then the aircraft carriers, and, lastly, the Dafings and destroyers. In passing Surprise "close aboard," Duchess excelled herself, and the proverbial biscuit's toss was as nothing to the thin strip of sea between Surprise and ourselves.

C-in-C. honoured us by making the signal "Closest and best." Lady Mountbatten, who launched Duchess, sent "I felt very proud of Duchess as she steamed past so close today. Hope we all meet again soon." To this we replied, "Thank you so much for your very nice message. We felt it was only right that Duchess should be the closest to you as she raised her coronet to say *au revoir*."

Now we are beginning our self-maintenance in the Dockyard at Malta, and look forward to Christmas and the New Year alongside the wall.

Our football team has kept up its reputation and has drawn both its recent games. We all thought we should have won. We only have to win or draw one more match to win the Group IV League.

In conclusion, all officers and ratings wish their families and friends at home a very happy Christmas, and sincerely hope to be with them next year.

### H.M.S. TYNE

SINCE LAST writing for the Navy News there has been quite a bit of activity in Tyne. It started with the first christening on board of this commission—the daughter of commissioned Boatswain Joanes was baptised in the Ship's Chapel of St. Nicholas at Plymouth on the last Sunday before we sailed for the autumn cruise. With this auspicious send-off for both ship and girl, we sailed for Falmouth where the Home Fleet was to foregather before sailing south. There embarked Archbishop Mathew, the Roman Catholic Bishop-in-Ordinary to the Forces, who was taking passage in Tyne to Gibraltar. After leaving Falmouth, at the end of the first day's exercises, the Commander-in-Chief, Home Fleet, Admiral Sir Michael Denny, G.C.B., C.B.E., D.S.O., transferred to H.M.S. Venus for the first part of his trip to America. The remainder of the trip was well occupied with exercises and, although unable to foot it lightly with her nimble brethren, we felt that Tyne certainly played her part both in directing operations and in providing a realistic target. We were certainly well worked-up in the art of jacksay transfer, by day and by night, before the Pillars of Hercules were sighted. Amongst the many people transferred was the Archbishop, who joined H.M.S. Scorpion for the last day and night before arrival in Gibraltar. We claim this as the first time an Archbishop has been transferred this way.

There we found the Spanish border still closed and consequently our custom was confined to the local cafes and shops, except for the lucky few who were able to take advantage of the trips run in H.M.S. Reward to Tangier—they were also the lucky ones in the draw! There was, however, quite a bit to do, with trips round the caves in the rock (arranged by the Padre with the Army), the Home Fleet novices' boxing, in which Tyne came third, and games of hockey and soccer on the Gibraltar pitches. Those who had never been there before were spurred on by the old hands to climb the Rock. After toiling up we understand why there was so little enthusiasm amongst our informants for facing 183—or is it 203?—steps. They appear to be endless. The hardy ones boasted of the walk round the Rock to admire the beauties that always are to be found on the other side of any obstacle. However, there is a very good stopping-off point half-way round at Catalan Bay, with taxis available for the faint-hearted.

During our stay, units of the United States Navy—the aircraft carrier Valley Forge, six destroyers and a submarine (forming an anti-submarine strike group)—visited Gibraltar, giving us a good insight into other folk's ways. Our sister flagship, H.M.S. Apollo, joined towards the end of our stay and the Commander-in-Chief, who had arrived a short while before, transferred to her for a visit to Casablanca and Lorient. Unfortunately, the latter had to be cancelled, due to bad weather. Before we left the combined bands of the Royal Marines of the Home Fleet beat "Retreat" in the presence of the Commander-in-Chief and His Excellency the Governor of Gibraltar.

After a day and night exercise, the Home Fleet split up for various destinations. Tyne proceeding in company with Reward for a visit to Bordeaux, arriving off the mouth of the Gironde at 0700 hrs. on Monday, November 22. Bordeaux is 60 miles up river, the water of which is the colour of milk chocolate, and the passage took eight hours. That's quite long enough according to the Chief Quartermaster! To our right, on the way up, was the famous wine country of the Medoc, with the vineyards plainly visible, whetting our appetites for future consumption. At times the river is so narrow that it hardly seems possible for two ocean-going ships to pass; but they did, and we had a close view of one of the modern French liners of the Morocco run, Maroc, which was carrying French troops to the scenes of unrest there. On arrival in the port we found a dock strike in progress but our wires were handled very promptly and every arrangement made for our comfortable berthing, including luxurious bunks (with a snag that they had to be lifted to let a train by—usually in the dead of night!), and even the Union Jack and tricolor flying on the nearest shed.

Bordeaux has an old-established English connection and the English community there, numbering about 100, were very active in the promotion of our enjoyment. A dance was organised, together with trips round the town and district and to Lourdes. There were also sporting fixtures arranged about which it is perhaps kinder to draw the veil. It really can be very embarrassing for a ship's team to be billed as "The British Navy."

With relation to the sterner things of life, such as food, drink and shopping, we found that the optimistic prophet, who had told us over the S.R.E. that one could get a good meal, with wine, for 200 francs, was at least 100 per cent. too low—we presume he was living on pre-war memories. The shops had some lovely things for sale but the prices, especially with customs duty to consider, were rather high.

The children's party, for 150 orphans, literally went with a swing, an unusual use for the quarterdeck awning ridge rope, perhaps, but much appreciated; as was also the slide on the well deck, being patronised by the Mother Superior in charge of the children, as well as by the British Consul. Proceedings ended after tea and a cinema show. Father Neptune, who had been showing us his latest model for the soap-box "derby," gave each of the departing guests a bag of sweets and a picture of the ship. The latter, presumably, for them to look at when, or if, they woke up suffering from over-eating. The ship was open to visitors for Saturday and Sunday and about 3,000 came to look round. Our linguists were much in demand and they certainly heard the ship called some queer things. We have been mistaken for a cruiser in Britain by the uninformed, but never before have we heard ourselves called a destroyer!

For our trip down river on the Monday, after a very enjoyable seven days, we were promised gales and a very heavy swell on the bar at the mouth of the estuary. True, the swell was there, though not as bad as expected, but there was no wind. However, our resident weather wizards had their revenge that night, when, according to reliable sources, the wind reached a steady 65 to 70 m.p.h. and gusted to 80 to 85 m.p.h. with blinding rain and spray. The worst came during the night.

Luckily, things weren't too bad, and the ship made very little fuss about it all. The met. people were very smug the next morning, but they did us quite well, for on arrival in Portsmouth, the weather was perfect. We think they have been off duty ever since. Tyne berthed at South Railway Jetty at 1530 hrs. on December 1, where wives and families were waiting to greet us and see what sort of a ship we had been living in. The customs officers had already done so.

We would like to thank our hosts wherever they are for this most interesting and instructive cruise, and we are looking forward to a still better trip away from winter in England at the end of January. Med. Fleet, here we come.  
A. S. W.

### H.M.S. HEDINGHAM CASTLE

IN OUR last article I mentioned the fact that the ship would seem very unstable after our "rest" period alongside the wall. The inclement weather backed my prophecy up to the hilt. After three rough days doing C.A.S.E.X. we were looking forward to week-end leave, but the gales put an end to that and we found ourselves standing-by at immediate notice. Fortunately, our assistance was not required.

However, on Monday, November 29, as we were returning to Portland Harbour, we received an "S.O.S." from a Swedish merchant ship, Gustav. When "Navy" worked out her position, we found it was somewhere in Dorchester High Street. Definitely something wrong there! It was decided to search an area in mid-Channel, so we turned round and steamed out of harbour again. Also answering the distress signal were H.M.S. Apollo and other ships. Finally, after hours of searching, we gave up and steamed back to Portland. Leave was given, and I wonder how many of our natives were greeted with "Where have you been all evening?" when they arrived home about midnight! A few days later we were chagrined to discover that the Gustav had been in harbour all the time!

The weather has also taken its toll of sport. The grounds here have been badly flooded, and constant rain has given them very little chance to be playable. However, our .22 rifle team has gone ahead with their programme. We won the final week of the competition, but over the season we finished two places and 11 points behind the winners.

December 18: Although first leave party do not return until the 29th, we are already hearing cries of "First leave's looking shaky." Still, second leave's best. . . .

We are planning our paying-off dance for February 24, probably at the Co-operative Hall, Weymouth.

## JUST LEAVING THE ROYAL NAVY?

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## H.M. UNDERWATER COUNTER-MEASURES AND WEAPONS ESTABLISHMENT

WEDNESDAY, DECEMBER 15, marked the occasion of another successful evening for U.C.W.E. The Christmas Ball, which has now become an annual feature in the establishment's social activities, was organised by the U.C.W.E. Football Club, and this year was held at the Savoy Ballroom, Southsea, with dancing to Benny Freedman and his Orchestra.

It was well supported by the staff and their guests, who included Capt. and Mrs. Villiers, and the Chief Scientist and his wife. Officers of the North End Football League also attended.

The programme, which include some old time and Scottish dances, was a popular one and prizes were awarded for several spot waltzes.

It was the general opinion that a good time was had by all.

## H.M.S. VIGO

SINCE H.M.S. Finisterre's departure from the Portsmouth Squadron, the name of her replacement as Gunner Firing ship, H.M.S. Vigo, has seldom been seen in our monthly paper. We will now, however, make good the omission.

Vigo has quickly settled down to the routine of Firing ship, the upper deck being full of "Royals" in the throes of Mal-de-Mer.

Finisterre's role as "Glory Ship" of the Portsmouth Squadron has also come to us quite early, much to the regret of our "native" factor of the ship's company. On the evening of November 26, Vigo was Emergency Destroyer and was called upon to proceed to Beachy Head to the assistance of the Danish schooner Vega (the ship's company still can't decide whether it was a coincidence or someone was possessed of a sense of humour).

We arrived at our position at about 2130, standing by the Vega and a Dutch tug—Humber—for 14 hours. During this time the crew of 12 were taken off by the Newhaven lifeboat. If anyone should tell you a ship hasn't a will of her own, refer them to any member of the Vigo's company for correction. And in fairness to the aforementioned "Royals," at least 99 per cent. of us on board lost all interest in living. In fact, it was quite a week before all trace of greenish-hued faces disappeared. We were very lucky in that we had only one casualty and that as we were entering harbour at 1600 on November 27 when a rating put his foot on a tot glass, broken in the melee.

To come on to a more personal basis, it was with regret that we bade farewell to our Chief G.I.—C.P.O. Brook—who has gone to Excellent for release in the New Year, and we all wish him well in whatever branch of the civil service he chooses. At the same time

we extend a welcome to his relief, C.P.O. Tucker.

H.M.S. Vigo held a ship's dance at the Royal Sailors Rest in Queen Street, a very large percentage of the ship's company being in attendance. Of the "spot" prizes, etc., the Electrical party seemed to consider this to be their own ground, carrying off between them no fewer than six, the lucky people being Cd.Elect. Officer Hills (1), E. A. Butler (3) and E. M. Jackson with two.

To judge from the number of hangovers, it would appear that the dance was a huge success, taking second place only to the bar!

M. L. Puryer, L./S.B.A.

## H.M.S. DRYAD

ON TUESDAY, November 30, the Command cross-country race was run over very wet ground. The Commander-in-Chief, Portsmouth, Admiral Sir George Creasy, the Chief of Staff, Rear-Admiral Robertshaw, and the Commodore R.N.B., Portsmouth, Commodore Charles Evans, were present to witness P.O. Sharp (Dryad) come in first in fine style and H.M.S. Excellent win first place with good team work. H.M.S. Collingwood was second and Dryad third.

Monday, December 6.—During a dry break in this miserable weather the Commander-in-Chief, Portsmouth, made his first official visit to H.M.S. Dryad. After inspecting Divisions the Commander-in-Chief took the salute at a march past headed by the Commander. A feature of the march past was the filming of the smart guard, which was later shown in the cinema to an enthusiastic audience which, without any prompting, provided noises off that would have pleased any producer.

"Sinbad the Sailor," H.M.S. Dryad's contribution to the season's pantomimes, was presented December 6 to 9, and was fitted with the latest navigational aids and using Radar Plotting for the first time.

Briefly, "Sinbad" was a tale of adventure in bygone days with the hero and the warriors of the Caliph of Bagdad roaming the seas in the "Basher"—forerunner of the "Boxer"—and seeking to recover some of the Caliph's jewels from a ferocious tribe of cannibalistic females living on the edge of the western world at Kite (where the scenery bears a remarkable resemblance to that near H.M.S. Harrier at Kete). Unhappily, the "Basher" is attacked and sunk by the Kite Hawks—a pair of giant birds which are controlled by these fierce females—and Sinbad and Co. are captured. Pantomime being more pleasant than the more controversial "1984" of recent TV fame, they outwit the Queen "D" of the Miaow Miaow—as the females are known—and persuade her girls that men are not quite as bad as their horror comics would have them believe. Kite being so far away from civilisation, they have never seen real live men before.

As the Caliph, seeing defaulting Harpies One, Two and Three, Capt. Evans showed obvious pleasure in applying a "Talk yourself out of this" type of treatment in place of the more monotonous routine charges and excuses. Sinbad and Sally, the heroine, played by Mrs. Collins and Wren Hodge respectively, pitted their shapely strength against a very vinegary Queen "D" played by Lieut.-Cdr. Knollys, who was ably assisted by the other officers, ratings, Wrens and wives in the cast. P.O. Young, the Captain's steward, as an eye-catching, well-proportioned "model," could easily give Marilyn Monroe a "sway" start.

The pantomime was written and adapted by Lieut. Miles and ably produced by Mrs. Nadia Marks who, with a hardworking team of wives, designed and produced the delightful costumes, which gave so much additional colour to the show.

A most enjoyable and successful Christmas dance, held at Kimbell's ballroom, Southsea, on December 16, ended a term of "Mud, wet and cheerful toil." A merry Christmas to all in the branch everywhere.

## THE ROYAL SAILORS' HOME CLUB

### Donations to Building Fund

THE MANAGEMENT Committee of the Royal Sailors' Home Club acknowledges with gratitude the following donations to the Building Fund, received from H.M. ships and establishments and other sources during the year 1954:

	£	s.	d.
H.M.S. Loch Glendhu	33	8	4
H.M.S. Theseus	10	0	0
H.M.S./M. Trondra	16	11	
H.M.S. Largo Bay	13	3	3
H.M.S. Contest	3	6	8
H.M.S. Glasgow	5	0	0
H.M.S. Vanguard	300	0	0
Victoria Barracks	16	0	0
H.M.S. Dædalus	100	0	0
H.M.S. Siskin	5	0	0
H.M.S. Michael	5	0	0
H.M.S. Newcastle	16	10	0
H.M.S. Redpole	5	0	0
H.M.S. Finisterre	10	0	0
H.M.S. Chevron	10	0	0
H.M.S. Dolphin	75	0	0
H.M.S. Britannia	5	0	0
R.N.H. Haslar	50	0	0
H.M.S. Phenix	3	2	0
H.M.S. St. Vincent	10	0	0
H.M.S. Diligence	7	10	0
H.M.S. Cleopatra	5	0	0
H.M.S. Hornet	17	10	0
W.R.N.S. Duchess of Kent Barracks	10	0	0
H.M.S. Sheffield	25	0	0
H.M.S. Mercury	32	10	0
H.M.S. Coquette	5	0	0
H.M.S. Modeste	25	0	0
H.M.S. Bellerophon	35	0	0
H.M.S. Phoebe	11	5	8
H.M.S. Newfoundland	50	0	0
H.M.S. Vernon	100	0	0
H.M.S. Excellent	170	0	0
H.M.S. Perseus	30	0	0
H.M.S. Bigbury Bay	5	0	0
Royal Marines, Eastney	10	0	0
H.M.S. Maidstone	3	0	0
H.M.S. Dryad	50	0	0
H.M.S. Loch Fada	4	18	0
H.M.S. Adamant	5	0	0
H.M.S. Flowerdown	2	0	0
H.M.S. Lioness	5	0	0
H.M.S. Verulam	35	2	8
H.M.S. Marvel	15	0	0
Portsmouth Squadron	100	0	0

Home Fleet—Central Sports and Recreational Fund	200	0	0
H.M.S. Agincourt	6	0	0
H.M.S. Peacock	5	0	0
H.M.S. Ceylon	325	0	0
C.-in-C. Benevolent Fund	275	0	0
R.N. Sick Berth Association	2	2	0
H.M.S. Vanguard R.M. Sports Fund	4	2	
Sundries: Petty Receipts	21	3	5
	2,269	13	9

Donations received, 1954	2,269	13	9
Sums already acknowledged for years prior to 1954	4,213	0	0
Sums promised, viz.: Royal Naval Barracks, £2,500; H.M.S. Collingwood, £120	2,620	0	0
Total	9,102	13	9
Residue of Naval Prize Fund	3,000	0	0
Grand Total	12,102	13	9

The committee takes this opportunity of expressing the hope that the club will continue to be deemed worthy of the maximum support during 1955, that ships' companies will themselves prosper and that they will be prepared to give generously of their substance to our Building and Equipment Fund.

## H.M.S. HORNET

### A Baltic Operation

#### F.P.Bs. Spend November in Danish Waters

ON NOVEMBER 6, 1954, the 1st and 2nd F.P.B. Squadrons left H.M.S. Hornet to take part in an exercise in Danish and Norwegian waters with units of the Royal Danish and Royal Norwegian Navies.

The units taking part were: 1st Squadron (Lieut.-Cdr. M. G. W. Benson, R.N.): M.G.B. 5001, 5002, 5008, 5032 and 5513.

2nd Squadron (Lieut.-Cdr. E. R. Dickinson, R.N.): H.M.S. Gay Forester, Gay Charioteer, Gay Carabineer, Gay Archer and Gay Dragon.

The R.F.A. Airsprite also sailed for Copenhagen to supply fuel and to carry spare gear and ready-use spare parts.

The boats proceeded to Dover and



TILBURY.—So that passengers who fall in love at sea can buy engagement rings, Britain's liners may in future carry a consignment of them. The experiment is being tried aboard the 28,000-ton liner Orsova, en route from Tilbury for Australia and America with 1,400 passengers.

GIBRALTAR.—To counter General Franco's attacks on Gibraltar, Britain plans to strengthen the colony's economy and improve its port facilities to help make the Rock independent of Spain.

LANCASHIRE.—Six months ago 30-year-old Pam Stone, of Colne, Lancs., advertised for a husband "just for a lark." More than 600 proposals came by post but she answered none. Instead she is to marry a Frenchman she met three years ago when she boarded the wrong train on her way to a Spanish holiday.

COPENHAGEN.—A leading Danish specialist has warned people here not to feed pigeons in Copenhagen. The capital has been hit by a wave of pneumonia which defies treatment by penicillin. The professor says it is being spread by pigeons, parrots, budgerigars, sparrows and other birds in close contact with humans.

EXETER.—Farmer Colin Paul, 40-year-old former captain of Exeter Rugby Football Club, tackled a runaway sheep at Exeter fat stock show. It retaliated by biting his nose. Mr. Paul was taken to hospital, later returning with his nose swathed in lint and sticking plaster.

KAMPALA.—While camping in Western Uganda a Game Department official saw a herd of reeling, stumbling elephants. They had been eating over-ripe nuts of the borassus palm which

have a high alcoholic content. The drunken elephants were colliding with each other and bumping into trees. One lumbered into an official's tent.

CUXHAVEN.—After pursuing the Dutch tanker Mercurius for about eight miles, a West German harbour police boat drew alongside and handed to the puzzled crew the ship's dog, which was left behind in Cuxhaven.

AUSTRIA.—An almost complete skull of a mastodon, a prehistoric animal rather like an elephant, has been found near Hohenwarth, Lower Austria. It is 49 inches long and is believed to be 600,000 years old.

NEW YORK.—A salute to Britain for her record of loan repayment to the United States is given by the *New York World Telegram and Sun*. Its editorial says "Almost unnoticed, and despite a heavy burden on her economy, Britain has been paying back on the 4,400,000,000 dollars United States loan of 1946."

The last payment, on December 31, 1954, was for 54 million dollars principal and 84 million dollars interest.

The editorial finishes on the following note: "We salute our British friends. It is gratifying and heart-warming, not so much that they repay us, but that they are able to do so."

LONDON.—A letter written by Simon Bolivar to King George IV in 1827 fetched £1,500 at Sotheby's recently. The letter asked the King to grant an amnesty to British subjects who fought with the South Americans to establish Columbia.

AUSTRALIA.—The 27-year-old cruiser Australia, former flagship of the Royal Australian Navy, is to be towed to England for breaking up.

Danish and Norwegian ships, honours being about even.

The weather played an extremely dirty trick and the boats encountered some of the worst seas they have operated in. All concerned with the exercise are relieved to have arrived back before Christmas and look forward to what they feel will be a well-earned leave period.

## H.M.S. ALBION

HAVING RECEIVED, by devious routes, a short note from the Editor of NAVY NEWS asking for all copy by December 21, it seems a good idea to let the world know just how this important outpost of the Command is faring. Built at Newcastle-on-Tyne and commissioned in May, 1954, Albion, sixth in the line of ships bearing that name and second of the angled-deck, Hermes class carriers, has spent the past months in a strenuous programme of working up. We spent some weeks at Portsmouth and in the Portsmouth area doing preliminary trials, storing and ammunitioning ship and on September 29 sailed from Spithead for the Mediterranean, entering harbour at Gibraltar at 0800 hrs. on October 6. The days we spent there were enjoyed to the full by each and every one of us and on leaving we received a signal from the Flag Officer giving us a pat on the back for our good conduct whilst on "The Rock." (I feel honour bound to mention that our First Lieutenant had been appointed N.P.M., Gibraltar, only a few weeks previously—not that this influenced our reception in the slightest.)

We reached Malta on October 16 and have spent the greater part of the time since our arrival in "independent flying off Malta." Between November 22 and 29 we were lying in Naples Bay, paying a courtesy visit to that delightful city. Our engine rooms, parts of ship and offices saw little of us during that period as we seemed to be continually chasing off to Pompeii, Capri, Rome, Vesuvius—in fact to anywhere that had something to show us. We made the acquaintance of the local foods—and wines—and revelled in both. We were sincerely sorry to leave that particular corner of Italy. Now, once more, we are flying off Malta, but we shall be shortly going up harbour for Christmas.

The Christmas spirit is upon us and one sees fervent groups gathered in corners discussing the great events to come. Boy seamen besiege the mail

Continued on page 11

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FIRST IN THE FIELD

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# Sportsman of the month

A FAVOURITE and old topic of conversation in every circle where sportsmen meet concerns the age at which a man should retire from active sport. Well, when should he? Our candidate for Sportsman of the Month confounds all the arguments one can raise. At 48 he is still able to keep his place in the United Services hockey team, captain the Royal Navy Cresta team, and spend the summer months in the water coaching the water-polo team.

Bernard Charles Henry Kavanagh, Lieutenant, Royal Navy, known to everybody as "Barney," joined H.M.S. Impregnable on January 3, 1922, as Boy, 2nd Class, and within 48 hours found himself pulling a bow oar in a racing cutter. He confesses that he did not like it very much and wriggled out at the first opportunity. Before he left the training ship he had earned himself a reputation as a good all-round athlete, with particular aptitude for boxing and running.

His first sea-going commission was aboard H.M.S. Iron Duke, flagship of the Mediterranean Fleet, from 1924 to 1925. During this period he managed to come in second in the Arbutnot Trophy race, a good achievement for a youngster. He then appeared in the Novices Boxing Championships as a feather-weight, and having won this went on to the Fleet Championships, where he reached the final.

Returning to the United Kingdom he went to H.M.S. Defiance for his torpedomen's course, where he played soccer as a right winger, and represented his ship in the Command cross-country race, coming in with the first half-dozen. He also appeared in the Command boxing championships, but after taking a considerable bashing at the hands of A.B. White, the R.N. and Inter-Services champion, came to the conclusion that there was no future in it, gave it up and concentrated on running and water-polo.

1928 found "Barney" Kavanagh aboard H.M.S. Cornwall, on his way to China, a station which in those days offered ample opportunity for sport. Here he not only won the China Fleet three-mile race but also played water-polo for the Cornwall when that ship won the China Fleet championship. It was during this time that he took up hockey and before the end of the commission he was keeping goal regularly for the Cruiser Squadron.



Returning from China, Kavanagh commissioned H.M.S. Exeter in the Home Fleet, appearing regularly in the athletic team and the hockey team. He remained in Exeter for the second commission, which was spent in South America and the West Indies, a particularly successful one as far as sport was concerned. Exeter's hockey team, with Kavanagh in goal, played each of the South American Olympic teams, losing only one game, that against Argentina. He also came second in the A.A.A. mile championship at Bermuda in June, 1934.

Returning to Devonport in 1935, we find "Barney" playing for United Services, Devonport, and in the same year appearing for Devon County against Cornwall and Somerset, but the following year he was at sea again, this time in a Home Fleet destroyer, playing for the Home Fleet against the Mediterranean Fleet at Gibraltar during the Combined Fleet meetings in 1936 and 1937.

Throughout the war there were other things to do, but in 1945 Kavanagh, now a Gunner (T.), was stationed at H.M.S. Marlborough, the Torpedo School at Eastbourne, and for the next two years he played regularly for Sussex "A" in 1946-47.

1947-49 found him in Malta, aboard H.M.S. Forth, not only helping Forth

## CHRISTMAS CARDS

The Maritime Museum would appreciate old copies of Crested Christmas Cards, as they wish to form a library of ships' crests. Cards should be sent to the Editor, Navy News.

to win the Caesar Cup without conceding a single goal, although they played right through from the preliminary round. Just for a change Kavanagh took up polo and managed well enough to get a couple of games for the Mediterranean Fleet team and be recognised as a handicap 0 player.

Posted to the Admiralty in 1950 he joined Spencer Hockey Club, one of the big London clubs, and also played for Nore Command for the next three years, appearing several times for the Royal Navy team, although he failed to get a Navy cap. It was in 1950 that Kavanagh first went to Switzerland and at the age of 44 took up Cresta riding.

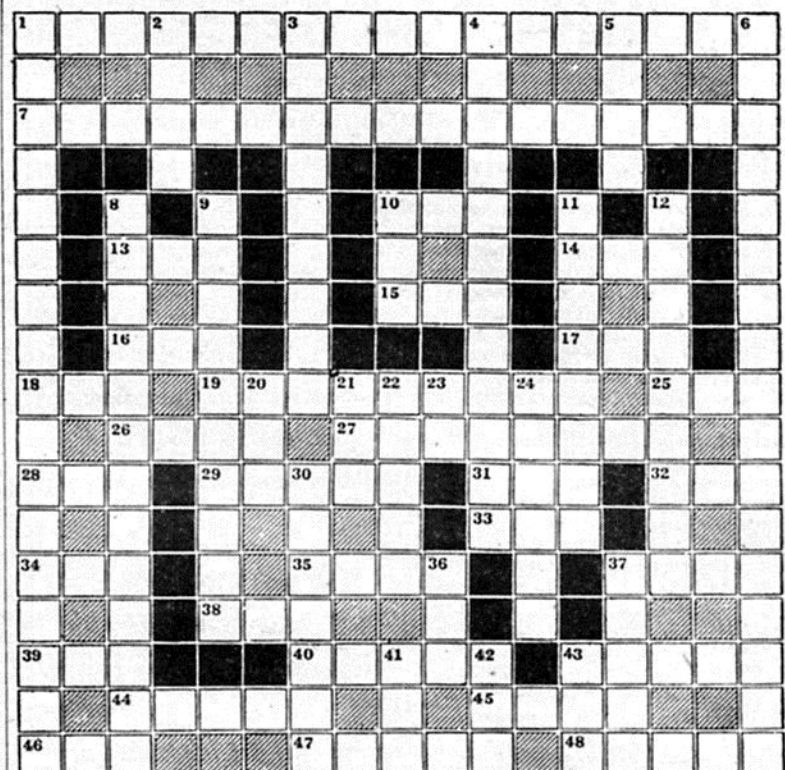
"Barney" Kavanagh is now in his 48th year, but each occasion that the U.S. hockey team appears on the field he is still to be found in goal, maybe just a shade slower than he was 25 years ago, but still with the keenest of eyes and a wealth of experience to make up for it. On the 17th of this month he goes again to St. Moritz as captain of the Royal Navy Cresta team, for the Inter-Services Championships, and you can be sure you will find his name amongst the top riders.

When we asked him how he managed to defy Father Time, his reply was: "So long as you can get more out of the game than the game takes out of you, carry on with it."

Good luck on the Cresta this year, "Barney"; keep up the good work. You have a record to be proud of, and Portsmouth Command are proud of you, too.

## Navy News Crossword—No. 6

As no prize was awarded in December, two prizes of one guinea each will be awarded to the senders of the first two correct solutions opened on January 21.



### CLUES ACROSS

- Fael wen a change is being made (5, 4, 1, 3, 4).
- What the toast-master recently did, we hope (4, 2, 3, 8).
- Turkey? 22 pounds of it (3).
- Its land is not where the Fury comes from (3).
- Scots expression (3).
- Sometimes lucky, so dig in (3).
- Past. Have the sound of it on the radio (3).
- Reptile (3).
- Instrument of straw lifters (3).
- Most of the solvers have just had it (4, 5).
- 25 and 31, Fifty-fifty? (3, 3).
- Roll out our Rolls and set off for this in it (4).
- May I dot a target for Robin Hood before midnight? (3, 5).
- See 37 down (3).
- Entice (5).
- See 25.
- A fetish originating in Africa (3).
- Ann comes back to it to find her governess (3).
- On which one may be in trouble (3).
- The weapon with which to back the summer practice? (4).
- Play? Well, play on something (4).
- One of the festive toasts? (3).
- Named of old (3).
- Sharp turn in some metal? (5).
- Island of fur? (5).
- There are usually strings attached to this. Don't get tied to them (5).

- Held on to (4).
- Animal with plenty of push? (3).
- What 46 does frequently (5).
- Two letters on another in time (5).

### CLUES DOWN

- This is a geographical fact, but you wouldn't get the bird if the first word never left the rest (6, 2, 4, 5).
- Past season (4).
- Tainting (9).
- American coin put in the collection? (6-6).
- "Attend all ye who — to hear our noble England's praise" (4).
- The flag is upside-down over the Bank of England (9, 8).
- Side to end a series (5, 4, 4).
- An appropriate ship to decide on for January 1st (10).
- Anything that was 48, 16 must be (3).
- "I've only got pins," said the sempstress, rubbing her leg (2, 6).
- An impossibility even for a colourless hen (5, 4).
- Often found in veins (3).
- Turn over the page without finishing it (3).
- Illuminated man? That's easily bent (5).
- Measure (2).
- Ionic scroll or spiral shell (6).
- The nag must be upset to be so wild (7).
- Nothing is indispensable in real senility (3).
- Progress on 28 (5).
- Portuguese territory (3).
- Lengthen (3).
- Sons of Wales come back to it (3).

### H.M.S. ALBION (contd.)

office, their slaving mouths beseeching the postman for news of that parcel from home. The Supply Officer and his minions hold secret conferences to discuss fruit, fish and fowl and the difficulties of seating 1,200 men for meals on Christmas Day.

Although quite a way from home, this is one section of the Mediterranean Fleet that will indulge in no nostalgia, remembering Christmases spent in Blighty in the bosoms of our families, although I do not doubt that each and every one of us will give many thoughts to those at home.

The New Year will see us working in company with our sister ship and great rival, H.M.S. Centaur, with the combined Fleet exercises to follow. Being on a general service commission, the future will be brightened by thoughts of sailing for Portsmouth, and home, before the spring is properly ended. We hope to bring a few cups back with us and, if recent results are any indication, we should be successful in this aim. Our football, hockey and rugby football teams have done remarkably well for so new a ship's company at Gibraltar, Malta and Naples and we look forward to "sorting out" some of those shore establishments' teams on our return. It would be unfair to end this report without mentioning our volunteer band, a group of enthusiasts who have progressed from the "rude noise" stage, through "reasonable," to "jolly good" in a remarkably short space of time and now play regularly at Divisions and Church and who have even performed "The Happy Wanderer" for the Mediterranean Fleet Broadcasting Service.

We have managed to get through a lot of hard work in the past months and there is still plenty to do. We have a fine, new ship and are extremely proud of her (although there are those few old shellbacks on board who connect a query concerning her parentage with the word "flat-topped" when referring to their ship).

It may be a little late to wish the readers of NAVY NEWS a happy Christmas, but not too late to greet our compatriots of the Portsmouth Command and to wish them a thundering good 1955. J. D.

# Classified Advertisements

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement. Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for errors or omissions.

## ACCOMMODATION

**HOMELY ACCOMMODATION** offered to junior officers and families; terms moderate.—Mrs. M. Spring, Graham House, 23 Waverley Road, Southsea. Phone 32512.

**TWO FURNISHED ROOMS**, use of kitchen and bathroom, no linen, regret no children; £2 per week including electricity, crockery and cutlery, long let preferred.—4 Victor Road, off Milton Road, Copnor.

**ACCOMMODATION** for naval personnel.—66 Harold Road, Southsea.

**TWO FURNISHED ROOMS**, moderate rent, all conveniences, adults only.—6 Wimbledon Park Road, Southsea.

**TWO FURNISHED ROOMS**, use of kitchen and bathroom, no linen, blankets supplied; 35s. per week inclusive.—Write or call evenings, 138 Queen's Road, Buckland.

**FURNISHED ACCOMMODATION**, breakfast and evening meal, convenient for shops and buses; 50s. per week sharing; 60s. per week single.—Phone 2804.

**SINGLE BEDROOM** for sleeping only, occasional meals if required, few minutes from Fratton Station.—44 Thorncroft Road, Fratton.

**BOARD RESIDENCE**, 4 gns.; bed, breakfast and evening meal, 3 gns.; bed and breakfast, 2 gns.; excellent food and comfort.—22 Wimbledon Park Road, Southsea.

**TWO FURNISHED ROOMS**, use of kitchenette, electricity and gas, no linen, china or cutlery, no children; 35s. per week inclusive.—60 Emsworth Road, North End.

**WEYMOUTH CENTRAL**—Bed and breakfast or board residence, h. & c. water all bedrooms; moderate terms.—Mrs. Dunmore, 20 Great George Street, Weymouth.

**NEWLY FURNISHED FLAT**, 2 rooms and kitchen, own meters, every convenience, near buses, pleasant outlook; £2 per week.—Call after 6.30 p.m., 21 Cuthbert Road, off St. Mary's Road, Portsmouth.

**TWO FURNISHED ROOMS**, can be viewed at any time, use of kitchen, no children; £2 per week inclusive.—20 Clayhall Road, Monckton Terrace, Alverstoke.

**TWO FURNISHED ROOMS**, use of kitchen and bathroom.—46 Bevis Road, North End, Portsmouth.

**TWO FURNISHED ROOMS**, use of kitchen and bathroom, regret no children.—4 Welch Road, Gosport.

**TWO-ROOMED FLATLET**, central heating, h. & c. to bedroom and sink, own meter, convenient for bus, 20 minutes to Guildhall; £2 per week.—200 Park Avenue, Purbrook.

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**TWO BEDROOMS**, one sitting-room, use of kitchen and bathroom, furnished.—38 Shearer Road, Portsmouth.

**FULL BOARD** in residential part of Gosport; reasonable terms, with special reductions for children under 12 years.—20 Ashburton Road, Stokes Bay, Alverstoke, Phone Gosport 8620.

**FURNISHED SELF-CONTAINED FLAT**, lounge, bedroom, bathroom, kitchen, telephone in hall; first floor; 63s. per week.—Apply for details to 146 Highland Road, Southsea.

**CARAVAN** to let, long or short periods, six-berth, separate kitchen, fitted with Calor gas stove and all conveniences, situated in delightful wooded country in the New Forest, swimming, fishing.—Apply D. H. Whittaker, 58 First Avenue, Farlington, Cosham.

**FURNISHED** and decorated small house with two rooms and kitchenette, 2 bedrooms, small garden and shed; off Stoke Road, convenient for buses; £3 per week inclusive.—Apply Owner, 75a Stoke Road, Gosport. Phone 88027.

**DOUBLE BED-SITTING-ROOM**, every convenience including own meter, cooker, etc.—24 St. Andrew's Road, off Castle Road, Southsea.

**ACCOMMODATION** for naval personnel, clean, comfortable, every convenience.—62 Collins Road, Southsea.

**TWO FURNISHED ROOMS**, own kitchenette, toilet, gas meter, use of bathroom, no children; 38s. 6d. per week inclusive; long let.—Phone 34561 after 7 p.m.

**TWO FURNISHED ROOMS**, use of kitchen and bathroom, no children; 30s. per week inclusive.—9 Tredegar Road, Southsea.

**FURNISHED** ground-floor flat, 3 rooms, kitchen, bathroom and w.c., child welcome, own meters; £3 per week.—Call evenings to 1 Magdala Road, Cosham.

**SELF-CONTAINED** upper flat, own cooker and meters, bathroom, place to keep coal and motor-cycle, convenient for buses, no children; 42s. per week.—25 Langstone Road, Milton.

**TWO FURNISHED ROOMS**, use of kitchen, electricity and gas, homely.—79 Pretoria Road, Southsea.

**TWO FURNISHED ROOMS**, use of kitchen and bathroom, light and gas; £2 per week.—75 Shaftesbury Road, Gosport.

**TWO SELF-CONTAINED** furnished rooms, small kitchen, own sink, gas stove, coal-box and meter, use of bathroom; 37s. 6d. per week inclusive.—101 Talbot Road, Southsea.

**TWO FURNISHED ROOMS**, use of bathroom and kitchen, no linen; 32s. per week inclusive.—29 Weston Avenue, Milton.

**FURNISHED HOUSE** to let, 6 rooms, bathroom, and conservatory, scullery, no objection to children; 4 gns. per week.—Write Mrs. Smith, 9 Bonchurch Road, Milton.

**SPACIOUS FLAT**, 3 rooms, kitchen and bathroom; 75s. per week.—Apply 41 Goldsmith Avenue, Southsea.

**FURNISHED ROOMS** to let; double bedroom, living-room, own kitchen, use of bathroom; 42s. 6d. per week inclusive.—138 King's Road, Gosport.

**FURNISHED FLAT** to let; 3 rooms and kitchen; all conveniences.—16 Bruce Road, Southsea.

**FURNISHED BEDROOM**, sitting-room (radio), kitchenette, share bathroom; adults only; long let preferred; 45s. per week.—Write for appointment, 86 Orchard Road, Southsea.

**FURNISHED BED-SITTING-ROOM**, own gas cooker, use of bathroom; good locality.—26 Britannia Road, Southsea.

**TWO FURNISHED ROOMS**, use of kitchen and bathroom; no children; convenient for buses.—169 Prince Albert Road, Southsea.

**TWO FURNISHED ROOMS**, use of kitchen; no linen; homely; 27s. 6d. per week inclusive.—55 Tokio Road, Copnor.

## TRADE

**GOSPORT. LAWSON & COMPANY**, Estate Agents, have in recent years assisted a great number of naval personnel to purchase suitable properties in the district. Enquiries welcomed and personal attention given without obligation. Mortgages arranged (at present 95 per cent. up to purchase price £2,000). A selection of modern houses and bungalows from approximately £1,500 upwards available with deposits of approximately £75 upwards.—Offices, 9 Brockhurst Road, Gosport. Phone 89566.

**DO YOU DESIRE HOUSE OWNERSHIP?** Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future.—Write for full particulars, without obligation, to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

## PERSONAL AND SOCIAL

**PORTSMOUTH COMMAND R.N. CYCLING CLUB** annual dinner and dance and prize presentation, at Fratton Hall, Portsmouth, on Saturday, January 15, 1955. Tickets available from Nelson Tavern, Unicorn Road, and from Bert Osborne, Cycle Dealer, Queen Street.

## FOR SALE—GENERAL

**SOUTHSEA**, Milton Park.—Modern house, good condition; 2 bedrooms, 2 reception rooms, large kitchen, bathroom (new geyser, hand-basin, toilet), long garden, shed, near bus-routes and shops; £1,150 or near offer.—45 Middlesex Road, East Southsea.

**DINING-ROOM SUITE**, light oak, modern style, good pre-war manufacture, little used; £30.—Liddle, S.C.C.O., R.N.A.S., Ford, Sussex.

**BUSINESS FOR SALE**—Owner retiring, selling reasonably (sweet, confectionery-to-bacon-general grocery business), splendid turnover and profits, assured living, good accommodation.—Write G. Radford, 43 Lawson Road, Southsea.

**HOUSE FOR SALE**, 1975.—Splendid house; 3 bedrooms, 3 reception rooms, new bath, Butler sink, bay, forecourt, completely redecorated; terms considered.—Apply owner, Radford, 43 Lawson Road, Southsea.

## SITUATIONS VACANT

**ROCKET DIVISION**—Vacancies, with good prospects, exist in a young and enthusiastic team for technical assistants. Applicants must possess at least a Higher National Certificate of Mechanical Engineering; salary commensurate with qualifications; previous experience unnecessary.—Apply to the Technical Personnel Manager, Armstrong-Siddeley Motors, Coventry, quoting reference CG/RD3.

**EX E.R.A.** or mechanic used to steam and oil pipe fitting as chargehand in new and expanding boiler shop, high rates, substantial monthly bonus, successful applicant will be given free hand to organize and train his own staff.—Apply Works Manager, G.W.B. Furnaces, Dudley, Works. Phone Dudley 4284.

**SAMUEL COURTAULD & CO. LTD.**, a subsidiary of Courtaulds Ltd., have a vacancy for a male clerk in their head office in the City of London, the work is concerned with the recording of orders from overseas agents and the follow-through of such order until delivery has been completed; the work also involves liaison with shipping companies, and although previous experience of shipping office routine is not essential, candidates must be alert, intelligent and presentable and able, with experience, to personally enter into discussions with shipping agents; hours of work, 9 a.m. to 5.20 p.m., Mondays to Fridays, 9 Saturdays; two weeks' annual holiday; canteen on premises (3-course luncheon, 1s.); the starting salary for this position would be in the region of £8 per week.—Apply 16 St. Martin's le Grand, London, E.C.1.

**A. C. COSSOR LTD.**, require marine radar service engineers and invite applications from ex-naval radar maintenance staff; suitable men will be given training (with pay). The service department is based in London but, in addition, there are vacancies in some of the principal United Kingdom ports. Salary after training, £500 per annum.—Apply The Manager, Equipment Servicing Department, A. C. Cossor Ltd., Canterbury Grove, West Norwood, London, S.E.27.



# SPORTS PAGE

## FOOTBALL

AS 1954 draws to a close it may be of interest to remind readers that this year marks the jubilee of the Royal Naval Association.

The first meeting of the association was held in the offices of the *Southern Daily Mail*, Portsmouth, on January 13, 1904, when it was decided to invite the co-operation of Chatham and Devonport. The second meeting was held in the same offices on February 8, 1904, when Chatham and Devonport were represented. At this meeting it was decided to request the Channel Fleet, Home Fleet and all foreign stations to form committees. This was done and from then onward the association went from strength to strength and made steady progress throughout the years, the season 1953-54 being no exception.

The association was again honoured during 1953-54 by having A.A.2 D. Cutbush, H.M.S. Siskin, selected to play for England against France, South Africa and Wales; P.O. T. McGhee, H.M.S. Dædalus, selected to play against Holland, Wales and Scotland, and E.R.A. E. Jeffs, H.M.S. Obédient, selected as linesman for the Amateur Cup Final which was played at Wembley.

The New Year promises several entertaining matches, and these dates should be noted:

**Inter-Command Cup** (holders, 1953-54, Portsmouth).—To be played at Portsmouth on Wednesday, January 26: Portsmouth Command v. Air Command. To be played at Plymouth on Wednesday, February 23: Plymouth Command v. Nore Command.

**Navy Cup** (holders, 1953-54, H.M.S. Siskin).—To be played on the ground of Gillingham F.C. on Wednesday, February 2: Pay and Records Office, Royal Marines v. I.T.C., Royal Marines. To be played at Fratton Park on Wednesday, February 9: H.M.S. Victory v. R.N.A.S., Culdrose.

### Referees

The usual coaching and other facilities for candidates wishing to qualify as referees have been made available in all commands, fleets and squadrons, and during last season 232 candidates were successful and qualified Class III; 17 candidates were promoted to Class I; and 21 to Class II. The total number registered was 800; this was 57 less than the previous season. Our thanks and appreciation for their valuable assistance is extended to all referees' committees at home and abroad.

If you are interested and wish to qualify, consult your Sports Officer or get in touch with Cdr. E. W. Beetham, M.B.E., R.N. (ret'd.), whose address is Semaphore, Tower, H.M. Dockyard, Portsmouth.

## SWIMMING

THE COMBINED Services Swimming Association held their annual general meeting in the War Office, London, on Thursday, December 9.

Each Service runs this meeting in turn and it is the Navy's responsibility in 1955. The venue will be at Eltham, Kent, and the dates September 6, 7 and 8. It was decided that the final day's competition would start at 5 p.m., enabling the officials and competitors to have supper together after the programme.

The butterfly-stroke is now recognised as a point-scoring event, as is the one mile race. The Royal Navy representative tried to abolish this last event but was outvoted by the Army and R.A.F. who both wished to retain it.

It is now time for our swimmers to look to the future and start training. P.O. Ogden, who has done the Loughborough coaching course, is available each weekday at the R.N.B. baths to help potential naval champions.

### Non-Swimmers

The drive by the Commander-in-Chief is achieving results and the R.N.B. baths are now a veritable hive of activity. Unfortunately, no purifying plant has ever been fitted and now an average of 3,000 persons pass through the bath a month, which nearly reaches the peak figures normally experienced in August when the bath is hired out to local clubs for galas, etc.

The following figures speak for themselves for the month of November compared to last year:

1953	1954
Number attending for instruction . . . . .	1,400
415 Number attempted P.P.T.	647
288 Number passed P.P.T. . .	467

It is felt that there are still a large number of ratings in the Command who are capable of passing P.P.T. with a little practice.

The swimming bath in Flathouse Road (adjoining the Royal Navy School of P.T.) is open each evening except Saturday and Sunday from 1630 to 1800 hrs. for voluntary swimming. Entry is entirely free, the only condition being that you bring your own towel and costume. The Duty Swimming Instructor will give you free and expert tuition, so come along and get that P.P.T. on your Service Certificate.

The dearth of swimming baths in naval establishments is critical, however, and it is a distressing feature that not one bath exists among our 15 naval air stations and yet one-third of our total naval personnel is now Fleet Air Arm, many of whose officers and men have to fly over the sea.

## BOXING

### Royal Navy v. Southern Counties

THE ROYAL Navy Boxing Association took part in its first match of the season on Friday, November 26, at Ramsgate, against the Southern Counties. As no Navy trials have been held this year the team was largely experimental, and the final result, 6-2 to the Southern Counties, would probably have been much closer had a comparison between different Navy boxers been possible.

Generally speaking, the standard of Navy boxing shows improvement this year, but if the Navy hope to win matches and any I.S.B.A. titles the boxers will have to be much more aggressive.

The high-light of the evening was a grand performance by Ord. Sea. Cashmore (Portsmouth) who fought his very useful and rugged opponent to a standstill.

L.R.E.M. Mills (Air) was a most unlucky loser. Just before the end of the second round, when he was well ahead on points, there was a collision of heads which completely closed Mills's left eye. The referee had no alternative but to stop the fight.

An unexpected result was the knock-out of A.B. Baxter (Plymouth) in the first round, the first in his boxing career. He was floored by a perfect right cross. Instinct and gameness got him to his feet at the count of nine, but he was very badly shaken and it was not long before he was put down again, this time for the full count. Unfortunately, he is due to leave the Service in January, 1955.

### Results

J. Reece lost to Ord. Sea. Cashmore (Portsmouth) on points.  
K. Moore beat E.M. Carriek (Nore) on points.

T. Poole beat S.M. Garratty (Nore) on points.

R. Willit beat L.E.M. King (Air); stopped in second round.

K. Fuller beat L.R.E.M. Mills (Air); stopped in second round.

R. Gratton beat L.E.M. Fairbrother (Air) on points.

C. Hawes lost to 2/Lieut. Bleasdale (Portsmouth) on points.

J. Chapman beat A.B. Baxter (Plymouth); stopped in first round.

## FENCING

THE PORTSMOUTH Command fencing team celebrated their last fixture before Christmas, beating Cosham Fencing Club, to remain unbeaten so far this season—no mean achievement against clubs like R.M.A. Sandhurst, Aldershot Services, Southampton Fencing Club, and similar opposition. This, incidentally, is the first year ever that we have beaten Aldershot at Aldershot.

From the Command, Surg. Lieut. Mends has been selected to fence in the Sporting Record Cup. We wish him the very best of luck.

## U.C.W.E

U.C.W.E. FOOTBALL Club once again has the honour of providing the player to captain the representative team of the North End League to meet a representative side from the Gosport League on Monday, December 27. He is the U.C.W.E. skipper and right half, D. R. Moore. The club's goalkeeper, Spencer, was also originally chosen to play in this match but has a matrimonial engagement on that day and has therefore had to withdraw from the team. Left-half Bunn is one of the reserves.

## HOME FLEET SPORTS NEWS

WITH THE Autumn Cruise behind the Home Fleet, preparations are now well under way for the Spring Cruise sporting activities, which will be outlined in the next issue.

Owing to the G.S.C. cycle, the effect of which was explained in the October issue, the New Year will be started with a much-changed Home Fleet which, for sports purposes, will comprise the following units: Tyne and Apollo, Bermuda and Reward, Daring Group, Third Destroyer Squadron, Sixth Destroyer Squadron, Sixth Frigate Squadron, Theseus and Ocean. Unfortunately, not all these units will be in company at the same time, which adds to the difficulties of promoting competitions.

The high-lights of the last few months were the athletic sports at Invergordon and the Novices' Boxing Championships at Gibraltar, although, at unit level, many and varied competitions were played and, by refraining from too many Fleet fixtures, all ships were able to make good progress with their inter-part competitions.

After parting company with the Fleet at the end of the last cruise, the Fleet flagship paid a visit to Bordeaux—as a private ship—during which a unique match was arranged. A combined soccer team (H.M.S. Tyne and the École Sante Navale—French Medical School) played against a local town. The inhabitants were delighted with this practical evidence of the *entente cordiale* and, although beaten 4-1 by the Anglo-French team, duly celebrated with much champagne after the match.

Roy Hollis,  
Lieut.-Commander,  
Royal Navy Fleet  
Recreation Officer.

## ROYAL NAVY SQUASH CHAMPIONSHIPS, 1954

AS IN previous years the Royal Navy Squash Rackets Championships were held at the Royal Naval College, Greenwich, over a week-end from Friday to Sunday, with the semi-final and final being played on the Monday and Wednesday at the Senior United Services Club, Pall Mall.

This year there were 34 entries for the open event, six of whom were National Service ratings.

All the seeded players reached the semi-finals except Lieut.-Cdr. M. L. Y. Ainsworth, who was somewhat surprisingly defeated by Sub-Lieut. (E) M. Hatfield, of H.M.S. Boxer, who, finding Ainsworth off form, seized his opportunity and played really well. He also went on to take a game off Cdr. A. A. Seymour-Haydon in the semi-finals, the only game which the latter lost throughout the championships.

In the other semi-final, Cdr. A. P. Pellew defeated Cdr. R. J. L. Hammond in a hard-fought struggle. Cdr. Hammond was Royal Navy champion in 1938 and 1946 and Cdr. Pellew has been in the final four times without success.

The final was a repeat of last year's match and the redoubtable Seymour-Haydon won by 3 games to 0 to give him his sixth title.

In the Plate Competition Lieut. I. Hutson, of H.M.S. Vernon, beat Sub-Lieut. P. Bryans, of H.M.S. Excellent, by 3 games to 0 in a good match, and in the Veterans' Competition Cdr. Hammond beat Surg. Capt. Nicholson by 2 games to 1.

The Navy team selected to defend the Inter-Services title was as follows and they succeeded in retaining their title: Cdr. A. A. T. Seymour-Haydon, Cdr. A. P. Pellew, Sub-Lieut. (E) M. Hatfield, Cdr. R. J. L. Hammond and Lieut.-Cdr. M. L. Y. Ainsworth, which is the same team that won last year except that Hatfield has come in for Lieut. R. L. Hutton, who has left the Service. Hatfield captained Oxford University at squash on 1952.

### Final Results:

R.N. 4, Army 1.  
R.N. 4, R.A.F. 1.  
Army 3, R.A.F. 2.

### Answers to Quiz on Page 4

1. Elphinstone Inlet in the Persian Gulf (although some U.S. authorities sponsor the claims of Death Valley in California).
2. Shorthand.
3. Admiral Sir James Somerville. (Sabang, 1944.)
4. A Spoonerism—so named from Dr. Spooner, of Oxford, who frequently interchanged initial letters this way.
5. A flag is half-masted by hoisting it "close up" before lowering it to the final position.
6. A present.
7. If it were, it could not be given you.
8. White with black stripes.
9. The match.

## P.T. SCHOOL NEWS

THE TENSION of the past few weeks is slowly easing, for, as the term ends, both officers' and ratings' courses end, and after a well-earned Christmas leave, out into the world go 30 or so brand-new "club swingers" and "springers" to ply their wares of sport and exercise throughout the Navy. Before this, however, there is still the final week of examinations, and visitors to the School in the evening might well think they had entered Bedlam, to see prospective P.T.s. putting imaginary P.T. classes through their paces—with up to a dozen of these waltzing about the gym snapping out commands—it sounds rather like a "Riot in a Parrot Cage." The junior qualifiers "C" and "D" watch with mingled admiration and horror the final passing-out antics of the senior ratings, realising, no doubt, that in the New Year it will be "their turn next."

Grind though these last few weeks may be for the courses, there are those reading this who will spare a thought for the staff—20 in the course, 10 questions (on the paper) to mark, results required by the following morning. . . . Speaking of staff, this column has never mentioned the Chief Staff Instructor himself, C.P.O. W. (Jack) Holt, whom many will know already (from watching the Command boxing) as a first-class referee. He has a surprising number of strings to his bow. Firmly established (and fully used) by the A.B.A. as an official; team manager of the Royal Navy soccer team; soccer referee of no mean repute; qualified A.F.A. fencing judge; qualified hockey

umpire—as he says, with slight whimsy, "Before the war, of course." We wonder how his wife, not to mention his Austin Seven (before the war, of course) put up with it.

The School soccer team has suffered sadly as a result of recent cancelled fixtures due to the weather. We had anticipated being winners of our league by now, and although still top of the league, it will be a much depleted team that takes the field next year; so many of our "stars" by then will have left. Our cross-country team achieved a commendable victory in the Royal Naval Barracks autumn cross-country race, a sport which is not affected by the weather.

The "ancients" of the staff course which started in November seem to be loosening up their joints and settling in—or perhaps their limbs, aches and pains are warmed by the prospects of leave.

A novel visit was made by the officers' long course to Portsmouth Town F.C. Mr. E. Lever entertained them right royally—and we believe they even found time to study some of the training methods.

The School is no longer graced by a Wren officers' course, which was completed quite recently and dispersed to their various sports jobs in the W.R.N.S. There is a movement afoot at the moment to improve the facilities for ladies' physical training by studying civilian and "sister Service" methods, with a view to their introduction into the W.R.N.S. We wonder if we'll ever have "Wren Club Swinger"—"Watch your step, Jack!"

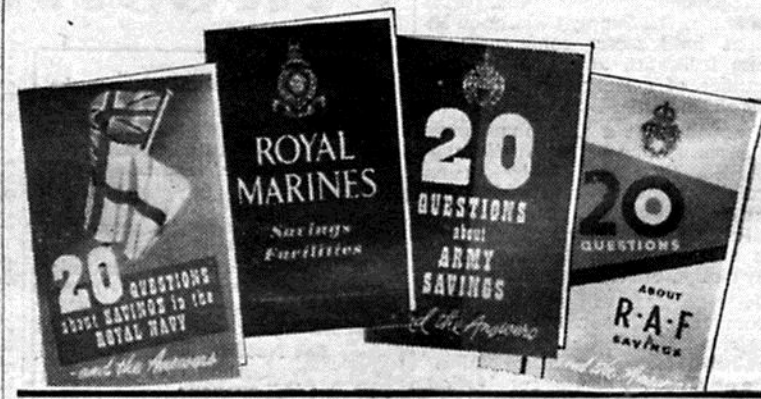
At your service . . .



REMOVALS and WAREHOUSING

PACKING FOR SHIPMENT

13 Clarendon Road, Southsea Telephone 2084



From: Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A.

Chairman, H.M. Forces Savings Committee

To: All Serving in Her Majesty's Forces

Subject: SAVE WHILE YOU SERVE

You may say that you find it hard enough to save in "Civvy Street" so how on earth can you do so in the Services? However, if you think about it seriously there is no better time to start — if you haven't already done so. Every unit in all the Services "lays on" National Savings facilities and the Unit Savings Officer will be only too pleased to help would-be savers.

I recently retired after many years in the Royal Air Force. I know how valuable a service Forces Savings is giving to both Regulars and National Service personnel, and no matter where you may be stationed you can save a bit from your pay if you want to do so.

I also commend Forces Savings for mention by parents and friends to young men who are going into the Services (and to young women too, as in the Women's Services there are some of our best savers!)

We have an excellent series of leaflets (shown above) which tell, in simple language, all about Forces Savings. Why not write for a copy of the one which applies. Address your letter to me:—

Air Marshal Sir Thomas Williams,  
H.M. Forces Savings Committee,  
1 Princes Gate, London, S.W.7.

Issued by H.M. Forces Savings Committee